

## Kidnappers serve demand on Bonn

BONN (AP) — The kidnappers of two German businessmen in Beirut have demanded the release of a Lebanese hijack suspect and his brother, who are imprisoned in West Germany, the Bild newspaper reported. The mass-circulation newspaper, citing unidentified security sources, said the demand was made in a letter brought back from the Middle East by a government middleman over the weekend. The letter said the two businessmen would "suffer consequences" unless the Bonn government released hijack suspect Mohammad Ali Hamadei and his brother, Ali Abbas Hamadei, according to Bild. Bonn government officials declined to comment on the report. U.S. officials have requested Mohammad Ali Hamadei's extradition.

McFarlane said to have met Hamadei, page 2

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## Gorbachev to make new proposals

WASHINGTON (AP) — Soviet leader Mikhail S. Gorbachev will deliver a speech on arms control next weekend in which he is expected to suggest new ideas aimed at reaching an agreement with the United States, according to CBS News. The network, quoting unidentified sources in the administration of President Ronald Reagan, said Soviet Deputy Foreign Minister Yuli Vorontsov, Moscow's chief negotiator at the arms talks in Geneva, recently told U.S. negotiator Max M. Kampelman of Mr. Gorbachev's planned address. Administration officials have been led to believe the speech will contain "new ideas aimed at achieving a major arms control agreement," the network said.

## Iran said ready to free Egyptian PoWs

ABU DHABI (R) — Iran has agreed to free Egyptian prisoners captured fighting for Iraq. Sudanese Foreign Minister Sharif Hindi was reported on Sunday as saying: "The United Arab Emirates (UAE) daily Al Ittihad quoted him as saying in an interview in Khartoum that he had discussed the matter with Iranian officials and Iran had agreed to release the Egyptians in batches, starting this month. He did not say when the talks took place or how many prisoners were involved. But the paper quoted diplomatic sources as saying Iran had released 13,000 Egyptians and would release 5,000 this month.

## India begins troop pullout

NEW DELHI (AP) — The Indian army started pulling out 60,000 troops from the border with Pakistan in Jammu and Kashmir state Saturday in consonance with an agreement signed Wednesday. The United News of India, quoting an unidentified spokesman, said the pullout was limited to the northern Jammu and Kashmir state and will be completed Feb. 19.

## Bomb hurled at Syrian mission in Brussels

BRUSSELS (R) — A petrol bomb was thrown through a window of the Syrian embassy in Brussels Saturday night but did not explode, Brussels police said Sunday. A man called the Belgian news agency Belga Saturday night claiming responsibility, saying the act was meant as "revenge for the Palestinian people against the regime of (Syrian President Hafez Al) Assad which is carrying out the annihilation of Palestinian refugees in the Shatila and Bourj Al Barajneh camps (in Lebanon)." Police said the only damage to the embassy was a broken first floor window.

## Canadian engineer released in Tehran

ST. CATHARINES, Ontario (AP) — Canadian engineer Philip Engs, arrested in Iran last Dec. 2 on espionage charges, was released Sunday from a jail and is staying at a Tehran house, a government spokesman was quoted as saying. External affairs spokesman Georges Delanoë told Broadcast News that Mr. Engs' release was confirmed by the Danish ambassador in Tehran, who is acting on Canada's behalf. "Mr. Engs has been released at 1:30 p.m. Tehran time. He looks fine, in very good condition," Delanoë said.

## INSIDE

- Chad reports increased Libyan presence, page 2
- Potash production registers increase, page 3
- When the time is right for peace, page 4
- 1987 Supplement on automobiles, pages 5, 6, 7, 8 and 9
- Hungary beats Cyprus 1-0 in European soccer, page 10
- Debt crisis turns banks to securities, page 11
- Senator foresees boost in CIA budget, page 12

# Kidnappers step up pressure with fresh ultimatum to Israel

Peres rejects new warning and opts for quiet diplomacy with Berri's offer

Combined agency dispatches

BEIRUT — An underground group stepped up pressure on Israel on Sunday by issuing a fresh ultimatum to the Jewish state to release 400 Arab prisoners but the Israeli foreign minister rejected the ultimatum.

A statement issued by the Islamic Jihad for the Liberation of Palestine, in the name of its four captives — three Americans and an Indian with residence status in the U.S. — warned Israel that the four would be killed unless 400 Arab prisoners held in Israeli detention camps were freed by Monday. The letter, handwritten in English, was read out in an accompanying 10-minute video delivered to an international news agency in Beirut.

Apparently in response to the ultimatum, the Israeli foreign minister, Shimon Peres, told Israeli army radio: "Israel cannot and will not operate according to

the man face 'execution' in the event of any U.S. military intervention."

I saw (Mr. Berri) in a public appearance and there are things

that should not be conducted publicly or through the media," Mr. Peres said.

Mr. Peres gave no indication Israeli leaders were prepared to move from their position of refusing to exchange jailed detainees for hostages in Lebanon.

In the video tape released in Beirut, one of the four kidnapped lecturers, American Alan Steen, said that if the Arab prisoners are not released, "our fate will be execution."

"Feb. 9 is the last date to release them," said the five-page letter, read out by Prof. Steen. "Just a reminder: Goofing around will be useless."

Prof. Steen, together with professors Robert Pollhill, Jesse Turner and Mithileshwar Singh, were abducted on Jan. 24.

Their captors have also warned the man face "execution" in the event of any U.S. military intervention.

The new casualties boosted the two-day toll to 15 killed and 68 injured.

Militiamen of Justice Minister Nabil Berri's Amal movement fired their automatic rifles into the air to make way for racing ambulances through traffic snarled streets to hospitals.

Police said Amal forces hampered the two camps with sustained cannon barrages from Soviet-made T-54 tanks and U.S.-made M-48 tanks.

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The targets for the attack, code-named "Operation Raven," have been pinned by a "signal-sending wireless detector fitted on Mr. Waite's body," the statement said.

The handwritten statement, together with a colour photograph of American kidnap victim Edward Austin Tracy, was delivered Saturday night to Beirut's independent An Nahar newspaper.

"If the British government felt there was something we could do to be helpful, we would want to cooperate fully and in every way or in any way that they thought would be most useful," Mr. Weisberger said.

"Mr. (Waite) has done some very valuable things in the past. I hope he is going to be free and able to do those kinds of things in the future."

Mr. Weinberger denied speculation that the United States was preparing a military strike on Lebanon following the placing of U.S. warships on high alert in the Eastern Mediterranean.

"These are reasonably normal naval manoeuvres... that go on all the time. As situations get somewhat more critical... then the presence may increase. But it is not bellicose, it is simply good prudent management," he said.

He added that pooling of intelligence and resources by countries who have hostages in Lebanon might be more effective in securing their release than individual bilateral contacts.

The secretary, in an interview broadcast by the British Broadcasting Corporation, also stressed the United States would abide by the terms of the Anti-Ballistic Missile treaty before actually deploying any part of the "Star Wars" system.

The treaty provides for amendments of withdrawal "and every body agrees that when we're ready to deploy, we would have to take advantage of the provisions of the ABM treaty," Mr. Weinberger said.

The secretary, during congressional hearings last week, said the Pentagon was "close to being able to recommend deployment decisions" for "Star Wars" to President Ronald Reagan. He said he hoped a presidential decision

## Speculation mounts over Waite's fate

BEIRUT (Agencies) — Speculation quickened in Beirut on Sunday over the fate of missing British church envoy Terry Waite and police and military officials told Reuters they still had no news of the 47-year-old Anglican lay aide despite radio and newspaper reports that he had already been freed by the captors of foreign hostages the burly Briton had sought to free.

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## U.S. is not ready for SDI deployment decision

WASHINGTON (AP) — Defense Secretary Caspar Weinberger said Sunday the first phase of a "Star Wars" anti-missile shield could be deployed "somewhere in the 1993-1994 range," but that the United States was not ready yet to make that decision.

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He added that pooling of intelligence and resources by countries who have hostages in Lebanon might be more effective in securing their release than individual bilateral contacts.

France, reacting to charges that it planned to join a U.S.-led strike on targets in Beirut, reaffirmed Sunday that it would avoid the use of force to secure the release of its hostages held in Lebanon.

A Foreign Ministry spokesman said Paris would pursue its 10-month-old policy of diplomatic contacts with Middle Eastern governments to resolve the hostage crisis.

The spokesman was responding to charges from a group called the Revolutionary Justice Organization, which said in a statement that Washington was planning raids on Lebanon with French and Israeli help.

Dole blasts Numa's warning on SDI, page 8

## 'Camps war' toll rises to 545 dead in 11 weeks

BEIRUT (Agencies) — Heavy fighting raged between Palestinian fighters and Lebanese Shi'ite Amal militiamen on Sunday around two battered refugee camps in Beirut. Police said nine people were killed and 41 wounded.

Shell blasts reverberated across the city as the antagonists battled with tanks, howitzers and mortars for a second straight day at the shantytowns of Shatila and Bourj Al Barajneh.

The new casualties boosted the two-day toll to 15 killed and 68 injured.

Militiamen of Justice Minister Nabil Berri's Amal movement fired their automatic rifles into the air to make way for racing ambulances through traffic snarled streets to hospitals.

Police said Amal forces hampered the two camps with sustained cannon barrages from Soviet-made T-54 tanks and U.S.-made M-48 tanks.

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## Cabinet studies action to boost customs duties and cut spending

By Rana Sabagh  
Jordan Times Staff Reporter

AMMAN — A meeting continued at the Prime Ministry on Sunday to discuss measures related to a series of Cabinet decisions adopted on Saturday targeted at controlling recurrent public expenditures and increasing revenues from customs duties.

The Jordan Times learnt that the meeting, chaired by Prime Minister Zaid Rifai and attended by several ministers, was apparently dwelling on the decisions to raise production fees on local industrial products, increase import duties on several commodities and curb public spending.

The measures, which were carried unexplained by the Jordan News Agency, Petra, on Saturday evening, drew mixed reactions ranging from criticism to indifference by industrialists and businessmen who were interviewed by the Jordan Times on Sunday.

The government's decisions raised import duties on cigarettes, ready-made wear and alcoholic beverages, and increased production fees on locally-produced reinforced iron bars and white cement.

A Cabinet statement, carried by Petra, said these measures were taken to support the national economy, and that further measures were under consideration to impose tighter control on current public expenditure. The Cabinet communiqué gave no percentages of the increases nor did it mention means to control public spending.

Raja Muasher, minister of trade, industry and supply, refused comment, but Customs Department Director Adel Al Qudah said that custom duties on imported alcoholic beverages and ready-made clothes would be increased by 10 per cent. Interviewed over the phone at his house, he said he did not have the present figures of duties charged on these two commodities nor on the imports of cigarettes, cigar

and tobacco which were affected by the decision.

Meanwhile, leading brands of owners of local clothes industries strongly welcomed the decision, owners of import-oriented boutiques criticised the measures charging their volume of sales will be sharply reduced.

"At present, we are paying 60 per cent on the total volume of imported clothes. With this measure, our custom duty payments will increase to 70 per cent, directly affecting our price structures and reducing our sales," said the owner of a well-known fashion house who wished his name not be mentioned. "Now the customer will think twice before he buys any garment."

The Cabinet communiqué on Saturday did not say when these newly measures would be enforced.

A senior Jordanian official has praised the local ready-to-wear industries and foresaw that protection measures would be imposed soon to allow the sector competitiveness with similar imported products. The number of these local factories was not known but it is said to exceed 40.

The production fees increase on white cement was put by Mr. Qudah as JD 7.20 per tonne. No company official was available on Sunday to comment on the present market price of white cement.

Three veteran industrialists, interviewed by the Jordan Times, praised the measures to protect the local ready-to-wear industry. However, they said strict measures should be enforced to assure their quality did not drop.

The measures also stipulated that local ready-to-wear industries would be granted protection measures such as lowering or exempting imported raw material from customs duties and increasing taxes on similar imported alcohol and cigarettes.

Jordan's total imports of shoes and ready-made clothes reached on these two commodities on Dec. 28, 1985, when it increased JD 16 million during the first eight months of 1986, a CBJ

(Continued on page 3)

## Israel jails 3 Arabs for life

TEL AVIV (Agencies) — Three Palestinians were sentenced to life in prison on Sunday for allegedly carrying out a grenade attack on Israeli soldiers near the western wall in Jerusalem last October.

One Israeli soldier was killed and 69 others wounded in the attack that occurred on Oct. 15 during a swearing-in ceremony for new soldiers.

The attack was claimed by a group calling itself Jihad Islami. Although the name is usually associated with pro-Iranian groups in Lebanon, Israeli authorities said the perpetrators belonged to the Palestinian group Fateh.

A three-member

## Chad reports increased Libyan presence in north

**N'DJAMENA**, Chad (Agencies) — Libya has sent students and other civilians to augment its military forces in northern Chad, N'Djamena Radio reported Sunday.

The radio said Libyan forces in northern Chad had been doubled to about 20,000 in the past few days after suffering setbacks in battles with Chadian government forces.

Libyan students and members of grassroots People's Committees had been flown to the Libya-controlled airstrip in Oueddei, the report said.

Libyan forces had laid mines along a 750-kilometre stretch of the Chad-Niger border, had poisoned wells and were killing people and animals in the region, the radio added.

There was no independent confirmation of the Chadian claims.

In another development, Chadian radio reported the return to N'Djamena Saturday of former Chadian rebel leaders Achen Daoud and Col. Wadel Abdul Kader Kamogue. The two men formerly headed rebel factions opposed to the N'Djamena gov-

ernment of President Hissene Habre.

Mr. Habre's French-backed troops have been fighting Libyan-backed opposition forces for control of northern Chad. Late last year, troops loyal to Mr. Habre's major opponent, rebel leader Goukouni Oueddei, rallied to the N'Djamena government and turned against their former Libyan allies.

A number of smaller Chadian opposition factions have also joined forces with the Habre government in recent months.

Chad said Saturday its forces Friday beat off a Libyan attack on a key government-held outpost in the mountains of north western Chad.

N'Djamena Radio quoted a statement from the military high command as saying 19 Libyan soldiers were killed and 18 captured at Zouar, a strategic oasis located on the edge of the Ennedi Mountain Range.

## Greeks, Turks remain sharply divided over Cyprus settlement

By Mona Ziaie  
Associated Press

**NICOSIA**, Cyprus (AP) — Nearly 13 years ago Turkey invaded Cyprus, saying it was rescuing the Turkish Cypriot minority from Greek persecution. Today the island's two communities, once mingled, remain partitioned and far from any settlement.

A large force of Turkish soldiers — seen as protectors by the Turkish Cypriots but as an occupation force by the Greek Cypriots — appear to be in place for a long stay in the northern third of the island.

"We'll live side by side with Greek Cypriots. But to live together? Never again," said a Turkish Cypriot tourist guide, who gave his name only as Ahmet.

"Never again," in fact, has become the slogan of the 153,000-member Turkish Cypriot community that shares the island with 500,000 Greek Cypriots.

The Greek Cypriots in the south have refused to consider a United Nations proposal for a federated government with the Turkish Republic of Northern Cyprus, insisting that the Turkish troops must first leave their 1,609-square-kilometre enclave.

Rauf Denktash, the Turkish Cypriot leader, has stepped up efforts to win recognition abroad for his republic. But the United Nations has branded it illegal and so far only Turkey recognises it.

This diplomatic isolation has deprived Northern Cyprus of international aid, access to export

markets and reduced tourism to almost zero, although it remains the main source of revenue for the prosperous south.

Only Turkish planes fly into the Ercan Airport in the Turkish Cypriot zone just outside Nicosia and few ships rise being banned from busy Greek Cypriot ports by docking in northern ports. Most exports are shipped via Turkey, delaying delivery and raising costs.

Turkey helps with an annual \$40 million in subsidies.

Greek Cypriots refuse to issue passports to Turkish Cypriots in the north. Turkish Cypriot travellers must seek temporary travel documents from Ankara, Turkey's capital.

While acknowledging the difficulties, Mr. Denktash, a 63-year-old British-trained lawyer, insists that the alternative is even worse:

"These people in the south don't want a peace settlement," he said in an interview with the Associated Press at his home in the Turkish Cypriot sector of Nicosia.

"That regime (Greek Cyprus) has been fighting us to take away our rights. Our people have given their lives defending these rights."

Turkish Cypriots say that hundreds of them were massacred and thousands chased out of 103 villages in the south in the 11 years before Turkey's invasion.

Greek Cypriots complain that 200,000 of their people were forced to flee homes and businesses in the north because of the invasion. They claim Turkish

bloodstained, overturned tables and chairs and torn curtains have been preserved.

The museum is on the Turkish side of the green line that divides Nicosia — so named because a British officer drew up the map splitting the island in two with a green marker pen.

The north and south are linked by a 90-metre crossing, a two-minute walk under the gaze of

Varosha, once a prosperous strip of sun-in-the-sun hotels

along a broad sand beach, has been deserted no man's land since the Turks invaded Cyprus in 1974 following a coup d'état aimed at uniting the island with Greece. Varosha is just south of Turkish-controlled Famagusta.

Mr. Kyrianiou and other Greek Cypriot political leaders joined a group of Greek Cypriot women at the dividing line near Famagusta. They made speeches protesting the Turkish invasion which forced some 200,000 Greek Cypriots from their homes.

## McFarlane reportedly met with Hamadei

**HAMBURG**, West Germany (AP) — West Germany's Spiegel magazine says former U.S. national security adviser Robert McFarlane met in Lebanon last year with a suspected hijacker now jailed in Frankfurt, but did not know the man's true identity.

Citing unidentified U.S. security officials, Spiegel said in a brief report released Saturday that Mr. McFarlane met with Lebanese suspect Mohammad Ali Hamadei while on a secret mission to Beirut to try to negotiate the release of American hostages held in Lebanon.

The magazine said the meeting took place during 1986, but gave no further details. It emphasised that Mr. McFarlane did not know of Hamadei's true identity when the two allegedly met.

In Washington, State Department officials said they didn't know anything about a McFarlane-Hamadei meeting and Mr. McFarlane could not be reached for comment.

Hamadei was arrested at the Frankfurt airport on Jan. 13 after arriving in West Germany on a flight from Beirut.

America has officially asked for his extradition to the United States, where he is wanted for air piracy in connection with the June 1985 hijacking of a TWA jetliner.

Spiegel also said the federal government has informed U.S. officials that Hamadei will not be extradited, but it did not give any attribution for that report or further details.

No Justice Ministry officials were available Saturday night in Bonn, the federal capital, to comment on the Spiegel report.

Bond officials have repeatedly refused to answer any questions about Hamadei's extradition, however, citing a news blackout on the case imposed last month.

The sources estimate the Iranians have downed about 40 Iraqi aircraft in the past month, though they have not seriously affected Baghdad's overwhelming superiority in the skies.

The Iranians have also destroyed scores of Iraq's Soviet-made battle tanks, mainly with the wire-guided Tow missiles fired from helicopters, the sources say.

"Washington, Moscow, Paris ... are watching closely. The war has become an operational testing ground for a variety of offensive and defensive weapons systems," one source said.

The war pits Iraq's forces, armed largely with Soviet and French weaponry, against an Iranian side equipped mainly with U.S. arms supplied before the 1979 Islamic revolution toppled

## Iraqi air superiority unaffected despite U.S. missiles used by Iran

By John Owen-Davies  
Reuter

**BAHRAIN** — U.S. missiles supplied to Iran in an arm's-length deal have knocked out a substantial number of Iraqi planes and tanks in the latest flare-up in the Gulf war, regional aviation sources say.

They say U.S. Hawk anti-aircraft missiles and Tow anti-tank missiles have been a big factor in heavy losses suffered by Iraq since Iran mounted a major offensive on Jan. 9 to try to break the stalemate in the 6½-year-old conflict.

The deal blew up into the worst scandal for President Ronald Reagan in six years in the White House and was criticised by most Arab governments which support Iraq in the war.

U.S. officials said they shipped 2,008 Tow missiles and more than 500 ground-to-air Hawk missiles to Tehran.

The influential speaker of Iran's parliament, Ali Akbar Hashemi Rafsanjani, told reporters last month: "Of course we have to admit that we use these American weapons as well as the old ones we had."

Iran has so far claimed shooting down 38 Iraqi aircraft. Iraq has conceded losing only 12.

Air sources put the actual losses at less than half the Iranian figure — about 30 French Mirage F-1 fighters and Soviet MiGs and around 10 helicopters, mostly the Soviet-made Mi-24 "Hind" attack craft which Moscow uses in Afghanistan.

The sources say a number of the downed Iraqi jets had been equipped with either "chaff" or "flare" anti-missile systems.

The sources said Iraq showed new interest in anti-missile sys-

tems after heavy aircraft losses in fighting over the southern Fao peninsula occupied by Iran in February last year.

Tehran claimed up to 100 Iraqi aircraft shot down. But the sources put the figure at about 35, mainly helicopters brought down with U.S. missiles supplied pre-1979.

Iran has deployed most of its anti-aircraft missiles near major ground war zones along the 1,100-kilometre common border and around strategic areas such as its Kharq Island oil terminal in the northern Gulf.

This has left many Iranian towns and cities vulnerable to high-flying bombing raids. Some have only anti-aircraft guns for protection and Iranian leaders have been urging residents to build more air raid shelters as the conflict turns increasingly into "a war of the cities."

Iran says some 3,000 people have been killed in intensive air strikes on about 30 towns and cities since Tehran launched its drive on the southern Iraqi city of Basra last month.

The Iraqi aircraft losses have not diminished the scale of air raids on Iran.

The London-based International Institute for Strategic Studies (IISS) before the latest offensive listed Iraq's air force strength at some 500 combat planes.

## Israeli aide told Bush of dealings with Iranian radicals, report says

**WASHINGTON** (AP) — An Israeli official involved in the secret sale of U.S. arms to Iran told Vice President George Bush last July that "we are dealing with the most radical elements" in Iran, the Washington Post reported in Sunday's editions.

The newspaper said a top secret memorandum written by Mr. Bush's chief of staff quotes Israeli official Amiram Nir as saying "we've learned they (the radical elements) can deliver and the moderates can't."

Nir also said Iranian officials were trying to "squeeze as much as possible" out of Israel and the United States "as long as they have the assets" — presumably, the hostages, according to the memo.

President Ronald Reagan has said the administration dealt with moderates in Iran, hoping to better relations with the country.

Mark Weinberg, a White House spokesman, said Saturday "all the material referred to was given to the Senate Intelligence Committee. The committee did not reach the same conclusion as the Post."

Craig T. Fuller, Bush's chief of staff, wrote the three-page memorandum following Nir's meeting with Mr. Bush in Israel on July 29.

In the memo, Nir was quoted as saying the Israelis "activated the channel. We gave a front to the operation, provided a physical base, provided aircraft."

Israel has maintained that it played a minor role in the controversy.

The Post, quoting an informed source, said Mr. Bush recently told the Tower Commission investigating the sale of U.S. arms to Iran and the diversion of profits to the Nicaraguan rebels that

one of his concerns following the Nir meeting was the depth of Israeli involvement in the Iran operation.

The commission is chaired by former Republican Senator John G. Tower of Texas.

In another report published Sunday, the New York Times said a group of former Israeli intelligence officials approached the CIA nearly five years ago and offered to supply untraceable weapons to the Nicaraguans.

The offer came at a time when Israel was rejecting requests through normal diplomatic channels to aid the contras, said the Times, which cited an unidentified senior American official.

It was not clear whether the officials were working on behalf of the Israeli government, which denied sending weapons to the contras, the newspaper said.

## Israel charges 4 for meeting with PLO

**RAMLAH** (R) — Israel accused four Jewish leftists in court Sunday for meeting representatives of the Palestine Liberation Organisation (PLO) in Romania.

The four were first questioned by the police after they led a 29-member group at a meeting with 15 Palestinians in November.

The four defendants, charged in Ramla magistrate court near

Tel Aviv, are Mapam Socialist Party member Latif Dori, author Yael Lotan, collective settlement member Eliezer Feiler, and university lecturer Reuven Kaminer.

It is the first time anyone has been charged under a new law barring contact with PLO members.

The defendants face a maximum sentence of three years imprisonment if convicted. The court set the trial for March 9.

The indictment says the four Israelis met members of the PLO, without authorisation. Their meetings, organised by a Romanian Writers' Union, was condemned in advance as illegal by Israeli leaders.

The PLO concluded the talks with a statement restating its determination to fight with all means possible, not excluding violence, to achieve its aims.

## USEFUL TELEPHONE NOS.

### TV & RADIO

### WHAT'S GOING ON

TODAY'S EVENTS		FOR THE TRAVELLER		USEFUL TELEPHONE NOS.	
<b>EXHIBITIONS</b>		<b>QUEEN ALIA INTERNATIONAL AIRPORT</b>		<b>EMERGENCIES</b>	<b>GENERAL</b>
* An exhibition of photos from Pompeii Centre in Paris at the French Cultural Centre (until Feb. 12).		This information is supplied by Alia information department at the Queen Alia International Airport Tel. (08) 532005, where it should always be verified.		Jordan Television ..... 77311119 Radio Jordan ..... 77411119 Ministry of Tourism ..... 606111 Hotel complaints ..... 606112 Police complaints ..... 606113 Telephone Information ..... 606114 Jordan and Middle East calls ..... 10 Overseas calls ..... 17 Repair service ..... 11	Jordan Television ..... 77311119 Radio Jordan ..... 77411119 Ministry of Tourism ..... 606111 Hotel complaints ..... 606112 Police complaints ..... 606113 Telephone Information ..... 606114 Jordan and Middle East calls ..... 10 Overseas calls ..... 17 Repair service ..... 11
- An art exhibition by Spanish artist Patricia Vino at the Spanish Cultural Centre (until Feb. 12).		<b>ARRIVALS</b> ROYAL JORDANIAN FLIGHTS (Terminal 1)		<b>NIGHT DUTY</b>	
* An exhibition of photographs depicting sports activities in the Soviet Union at the Soviet Cultural Centre.		09:00 ..... Agaba (RJ) 09:20 ..... Cairo (RJ) 09:30 ..... Jiddah (RJ) 09:30 ..... Muscat, Dubai (RJ) 09:30 ..... Damascus (RJ) 17:00 ..... Abu Dhabi, Kuwait (RJ) 17:30 ..... Calcutta (RJ) 18:45 ..... Casablanca, Tunis (RJ) 18:45 ..... Bangkok (RJ) 01:00 ..... Baghdad (RJ)		Dr. Abdal Oader Allah ..... 896046 Dr. Farouq Noor ..... 786680 Salam pharmacy ..... 636730 Neiropharmacy ..... 723672 Khalaf pharmacy ..... 778653 Firda pharmacy ..... 661512 Sobha pharmacy ..... 668256 Himawi pharmacy ..... 845376	Dr. Abdal Oader Allah ..... 896046 Dr. Farouq Noor ..... 786680 Salam pharmacy ..... 636730 Neiropharmacy ..... 723672 Khalaf pharmacy ..... 778653 Firda pharmacy ..... 661512 Sobha pharmacy ..... 668256 Himawi pharmacy ..... 845376
<b>WESTERN FOLK ART</b>		<b>OTHER FLIGHTS (Terminal 2)</b>		<b>HOSPITALS</b>	
* The American Centre is presenting a Western Folk Art exhibition at the Royal Cultural Centre. The folk art exhibition runs through Feb. 12.		02:00 ..... London, Baghdad (BA) 07:25 ..... Cairo (CA) 07:30 ..... Casablanca, Tunis (CA) 07:30 ..... Sana'a (SH) 12:58 ..... Bahrain (GF) 12:58 ..... Kuwait (KU) 13:45 ..... Baghdad (IA)		Hussein Medical Centre ..... 813813/3 Khalidi Maternity ..... J. Ann ..... 642431/6 Aktil Maternity ..... J. Ann ..... 642412/2 Al-Ahli Maternity ..... 636114/2 Majlis J. Ann ..... 636114/2 Palestine, Shmeisani ..... 664717/4 Shmeisani Hospital ..... 669131 University Hospital ..... 843846 Al-Musheer Hospital ..... 6672/79 The Islamic, Abdal ..... 6	

## NEWS IN BRIEF

## King condoles Hirohito

AMMAN (J.T.) — Chief Chamberlain Prince Ra'd Ibn Zaid, deputising for His Majesty King Hussein, on Sunday visited the Japanese Embassy chancery in Amman and conveyed His Majesty's condolences on the passing away of Prince Takamatsu, brother of Japanese emperor Hirohito. Prince Takamatsu died last Tuesday at the age of 82.

## Prince Hassan visits warehouses

His Royal Highness Crown Prince Hassan on Sunday visited the headquarters of the Royal warehouses and maintenance corps where he was briefed on their duties. Prince Hassan toured the warehouses, met officers and gave directives on administrative matters.

## Cabinet okays memo with W. Germany

AMMAN (Petra) — The Cabinet has agreed on the exchange of memos between Jordan and West Germany on a project to train employees at the Health Ministry's artificial limbs centre. The Cabinet also approved the nomination of Mr. Hamdi Al Tabba'a as honorary consul for Djibouti in Jordan. Mr. Tabba'a is the president of the Federation of Jordanian Chambers of Commerce.

## Horse breeders review society's activities

AMMAN (Petra) — Her Royal Highness Princess Alia on Sunday chaired a meeting for the administrative board of the Royal Jordanian Society of Horse Breeders. The meeting discussed the services which the society renders to horse breeders and the possibility of the Ministry of Agriculture offering veterinary medicines to horse breeders. The meeting also discussed obtaining statistics from the Ministry of Agriculture on the number of horses in the country with a view to drawing up a permanent record of horse breeders who are entitled to benefit from the society's services in the future. The society's administrative board, formed at the beginning of this year, is chaired by Princess Alia.

## Cabinet studies new measures

(Continued from page 1)

— Rationalisation of consumption of energy and fuel by public organisations and departments.

— Curbs on spending in capital investment projects and increasing public spending in production industries.

— Curbs on all consumption expenditures in general and strict guidelines to purchase local commodities.

— A reevaluation of the performance of major public investment institutions; those which show promising signs should be supported and others which might pose a burden on the treasury should be frozen.

— However, another senior government official conceded that the government would never take a decision to close down any of the major public companies regardless of its profits or losses since such a step would have a negative impact on the present psychology over the national economy and unemployment.

— A redefinition of allocations for public banquets and dinner parties. There is no fixed figure on such spending.

The source gave the following as possible measures to impose stricter control on current public expenditure:

— Cancellation of all overtime allowances, thereby saving an annual amount of JD 2 million.

— A review of transport allowances and per diems for officials travelling abroad and a sharp reduction of the number of officials included in delegations attending foreign events or meetings. The concerned officials have suggested that official delegations make use of Jordanian staff working in embassies abroad.

— Imposition of limits on public purchase of cars, machinery, stationery and furniture. It was suggested that government institutions purchase their furniture from local industries. In other cases, the expertise of vocational centres could be helpful in terms of mending used and damaged furniture. There are also suggestions to adopt a unified brand of cars to be purchased by the government in order to reduce expenses generated from diversity of cars.

## Kidnappers step up pressure

(Continued from page 1)

Mr. Shultz said: "And the world should isolate them."

Mr. Shultz said the citizens of Beirut "should take control of the situation. It is absolutely not in their interest."

Mr. Shultz appeared on "This Week with David Brinkley" on the U.S. television network ABC. He was responding to a question about the possibility that innocent civilians might be hurt if the U.S. attacked Lebanon.

In an interview with the Jordan Times on Sunday, Mr. Aryne said Jordan and India had been holding on-and-off discussions on direct flights between the two countries and the visit to India in October last year of His Majesty

"We'll respond as the situation merits," Mr. Shultz said. "I'm not going to try to forecast it."

## Corrections

In a front-page story yesterday, the Jordan Times incorrectly reported that Mr. Shafiq Obeidat and his wife had witnessed the assassination of PLO Executive Committee member Fahd Qawasneh and that Mr. Obeidat attempted to block the assailants' escape. Mr. Obeidat told the Jordan Times yesterday that according to his testimony in the case, neither he nor his wife had seen the perpetrators of Mr. Qawasneh's murder, nor did they attempt to block their escape. All the couple saw and knew then, Mr. Obeidat said, was that they suddenly sustained injury by a stray bullet that penetrated their

## Potash production continues upward climb

AMMAN (Petra) — The Arab Potash Company (APC) last year produced a total of 1,103 million tonnes of potash all of which was exported to different countries via Aqaba, APC Director General Ali Nsour announced Sunday.

He said that APC was established in 1982 and that year produced 14,000 tonnes, rising to 287,000 tonnes in 1983, 486,000 tonnes in 1984 and 908,000 tonnes in 1985. This year APC expects to produce 1.4 million tonnes of potash and contracts have been already signed for marketing this year's production, Mr. Nsour continued.

He said that Jordan's potash, mined near the southern tip of the Dead Sea, is being exported to India, China, Brazil, France, Malaysia, Indonesia, Taiwan and Japan in addition to Mediterranean countries such as Tunisia, Italy, Turkey and also to Australia, New Zealand and a number of Latin American nations.

Together with locally-produced phosphates, potash can make some of the best fertilisers used for agriculture and the two products form a basic element in Jordan's national economy, Mr. Nsour pointed out. He said that the past three years have proved that Jordan's potash is of high quality and capable of competing on international markets with other types from other countries.

## Increasing demand

He said that he expects a greater demand for Jordan's potash in the coming few years, and for this reason, APC intends to introduce some changes in its plants to increase production to at least 1.4 million tonnes annually. The second phase, he said, is designed to boost production to two million tonnes annually.

FIRST BIRTHDAY — Her Royal Highness Princess Raya, the fourth and youngest child of Their Majesties King Hussein and Queen Noor, turns one-year old today.

## Dudin, Italian envoy discuss occupied territories affairs

AMMAN (J.T.) — Minister of Occupied Territories Affairs Marwan Dudin on Sunday held discussions with Italian Ambassador to Jordan Luigi Amaduzzi on the situation in the occupied Arab territories and the requirements for different social, health and service projects and the need to carry out vocational training programmes for local inhabitants.

Italy earlier expressed its readiness to finance a number of projects included in the Jordanian-sponsored five-year development plan for the Israeli-held Arab territories.

During His Majesty King Hussein's visit to Italy last month the five-year plan was discussed with positive favour.

## Delegation due Tuesday for talks on RJ non-stop service to India

By a Jordan Times Staff Reporter

King Hussein was a turning point in the negotiations. RJ Board of Directors Chairman and Managing Director Ali Ghadour was among the delegation that accompanied the King and held talks with Indian officials.

At present, passenger traffic between Jordan and India is routed through the Gulf aboard Kuwait Airways, Gulf Air and Emirates with transit stops in one of the Gulf airports. Recently, RJ started bagging a good part of the traffic under an interline agreement with Air India. Under the accord the Jordanian carrier ferried passengers to Dubai for onward flights to Bombay or Delhi aboard Air India. Fares offered under the RJ-Air India arrangement, which included hotel accommodation for the overnight stop at Dubai, are also competitive, according to passengers travelling on the route.

Mr. Aryne said RJ was tentatively planning a direct non-stop flight between Jordan and India subject to results of the Amman discussions this week. He said RJ welcomed direct Air India flights to Jordan. "But airline sources said it appeared that the Indian carrier had no plans at the present to fly to Jordan."

It was expected that RJ could secure a good part of passenger traffic from India to the Holy Land through the direct flight to and from India. Many Indian Christians visit holy places in the West Bank and Jerusalem under package tours arranged by Indian

travel operators. These packages also include Rome and the Vatican and the regular RJ flights to Rome could easily fit into such tours, according to travel agents in Amman.

## Transit stops

In addition, most of the Indian expatriates living in Jordan and Jordanian students studying in Indian universities are expected to make use of the direct flight, which will eliminate lengthy transit stops in the Gulf. In some of the Gulf states, passengers with Asian origin, notably India, Pakistan, Bangladesh and Sri Lanka, are not allowed transit visas which would allow them to stay overnight in hotels outside the airport.

An Indian expatriate in Jordan commented: "It will be a great relief to us if any airline flies direct to Bombay or Delhi. It will alleviate our problems, especially those with small children, of having to spend hours at the transit lounge of a Gulf airport."

On another subject, Mr. Aryne revealed that the widespread belief by laymen that aviation fuel was cheap in the oil-producing Gulf states was unfounded. He pointed out that in most Gulf states the price per gallon of aviation fuel ranged between 75 to 80 U.S. cents per gallon, compared with 45 to 52 cents in Europe.

## Local companies win contracts for nursing school, health centres and Irbid-Thaghrat Asfour road

AMMAN (Petra) — The government on Sunday awarded contracts worth JD 9.1 million to local contracting firms for the construction of a nursing school in Irbid, 13 medical centres in Irbid and Balqa Governorates and to build the Irbid-Thaghrat Asfour road near Jerash.

Minister of Public Works Mahmoud Al Hawamdeh signed the contract for the four-lane road which extends 26 kilometres and includes a junction and an island. The minister told a press conference that the 26-kilometre stretch was the first part of a three-phase project which will be executed in 23 months at a cost of JD 6.5 million. In the coming months the Ministry of Public Works will start implementing the second and third phases of the project extending from Thaghrat Asfour to Jerash and from Jerash

to Baqa'a, the minister said. He said that the road is important to since it will link Irbid, the second largest city in Jordan, with the

in the coming two months and is expected to take 20 months to complete.

Referring to the other contracts, he said that they were for constructing 13 medical centres in Irbid and Balqa Governorates and that the project will be carried out by 11 local contracting companies at a cost of JD 1.5 million.

The minister said that the centres will be built at the towns of Sarith, Kuf Al Maa, Beit Yaffa, Qamim, Kuf Yoba, Hosa, Sama Al Rousan, Abu Alanda, Al Hadid, Al Zaataari, Ain Al Basha, Al Bashir and Al Hashimi.

He said that the Ministry of Health will in the coming months announce a tender for constructing 25 other health centres in other parts of the country.

## Divers continue search for man in Wadi Al Arab dam

IRBID (Petra) — Teams of divers from the Civil Defence Department (CDD) are still engaged in a search operation for 20-year-old Abdullah Al Rousan from Umm Qais in Irbid Governorate who has been missing since Jan. 30 after last being seen swimming in the Wadi Al Arab reservoir. The reservoir behind the Wadi Al Arab dam is 50 metres deep in some places, according to civil defence director in Irbid, Lieutenant-Colonel Mohammad Hmoud.

Also Sunday, Mr. Khatib met

Omani Minister of Trade and Industry Salem Ibn Abdullah Al Ghazali. During the meeting the two sides discussed cooperation between Jordan and Oman, especially in touristic fields. Also discussed was furnishing Oman with Jordanian expertise in the tourism and hotel fields and helping Oman in setting up a hotel training institute and training tourist guides. The meeting was attended by the Jordanian ambassador to Oman.

According to Lt.-Col. Hmoud, at least 12 skilled divers have been involved in the search for the last 10 days, but as yet there has been no trace of the man and the search will continue.

He said that nearly 12 million cubic metres of water are stored in the lake at present but noted that the water is muddy and there are shrubs and rocks under the

water making visibility poor and the search operation more difficult. Civil defence divers have been using rubber boats and other equipment in their search for the young man but they are facing the danger of cave-ins and landslides inside the lake itself.

Lt.-Col. Hmoud appealed to the public to refrain from approaching or swimming in the reservoir, and said that his department has already dealt with four other cases of drowning.

Another civil defence officer, Captain Mohammad Sharman, said that the divers now searching for Abdullah Rousan have been able to go down to 35 metres, despite the difficulties, but found nothing. Captain Sharman said he believed that Abdullah had been swimming near the edge of the lake when a landslide occurred burying him under the earth.

## Duleil opens nominations for municipal elections on Feb. 15

AMMAN (Petra) — Municipal elections are to be held in Duleil in Zarqa Governorate, Hamra in Mafrqa Governorate and Ghor Al Mazraa in Karak Governorate during February and March.

Acting governor of Zarqa Khaled Al Bawali announced that nominations for the Duleil election will remain open for the coming two days and that the elections will be held on Feb. 15.

In Ghor Mazraa, it was announced that nominations will take place during this month.

## Universities studying computer/video system

By a Jordan Times Staff Reporter

Jordan's higher education institutes are seeking French expertise to introduce computerised video-based teaching programmes to their curricula for training, educational research and communications.

According to Professor Françoise Marchessou from the French Université de Poitiers, who made an orientation visit to Jordan last week, the University of Jordan and Yarmouk University were contemplating the introduction of high-tech teaching methods for their students. Tentative bases for future cooperation were launched during Dr. Marchessou's stay in the Kingdom. Dr. Marchessou, who paid field visits to the two universities, told the Jordan Times before he wound up

his visit that he expected real cooperation between his university and Jordan to commence within the next three months.

The French audio-visual system, Dr. Marchessou explained, is designed to help lecturers improve students' language proficiency. The new system, which largely depends on microcomputers (software) and the video-disc players, is currently being used in French primary and secondary schools and colleges, said Dr. Marchessou.

He said that the computerised video programmes (connecting the video with a software programme) provide the students with visual programmes associated with a soundtrack. This method enables teachers to prepare prompt exercises and quizzes based on programmes registered on the video cassette and connected to the computer set.

During his stay in Amman, Dr. Marchessou held talks with officials at Jordan Television on prospects for introducing the same system to the French television

programmes, he said, adding that Jordan Television was expected to adopt the new methods in the near future.

Dr. Marchessou delivered a lecture on the new language-teaching method at the French cultural centre in Amman last week.

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**TENDER'S NOTICE**

The Directorate of Projects/ Ministry of Education announces the issuing of the following tenders which are part of the Sixth Educational Project No. 2378-JO, sponsored by the World Bank:

Tender's No.	Title	Fees J.D.
1/87	Library furniture	10,000
2/87	Lab. furniture	10,000
3/87	General science	5,000
4/87	Physics equipment	5,000
5/87	Biology equipment	5,000
6/87	Chemistry equipment	5,000
7/87	Chemicals	5,000
8/87	Home economics & women's 15,000 equipments	15,000
9/87	Vocational wshops equip. & tools	15,000

Interested bidders are invited to collect tender documents from procurement division at the Directorate of Projects/ Ministry of Education starting Feb. 7, 1987 against the payment of the above fees.

Closing date will be 10.00 a.m. of April 9, 1987.  
Director of Projects

# Jordan Times

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## Misguided unilateralism

LAST Tuesday was a discouraging day for those of us who would like to see the levels of nuclear armaments lowered and the risks of nuclear confrontation reduced. In its Nevada testing ground, the United States conducted its first nuclear test of 1987. This prompted the Soviet Union to repeat its threat of ending its 18 months nuclear testing moratorium. At the same time in Washington, U.S. Secretary of State George Shultz was informing the U.S. Senate Armed Services Committee that the Reagan administration would not allow the 1972 Anti-Ballistic Missile (ABM) treaty to stop the development and deployment of the Strategic Defence Initiative (SDI).

These are ominous developments not just for East-West relations but also for the safety and well-being of the world community. The nuclear test conducted by the U.S., despite Soviet warnings that such tests would force Moscow to resume its nuclear testing, has thwarted the opportunity of a nuclear test ban treaty, and thereby, the opportunity to restrict the technological component of the arms race.

Secretary Shultz's statement, and reports from Washington that some in the administration want an early deployment of SDI, do not bode well for the longest standing arms control agreement, the ABM treaty. This follows the Reagan administration's decision, a few months ago, to exceed the limits of the SALT II treaty. Such disregard and contempt for previously negotiated treaties is symptomatic of the Reagan administration's attitude towards arms control. President Reagan campaigned against the SALT II treaty in his bid for election in 1980. He then proceeded to appoint officials who shared his views on arms control, Secretary of Defence Caspar Weinberger being the most obvious example. But, despite its contempt for arms control, the Reagan administration has, until recently, respected the previously negotiated agreements, due primarily to pressure at home and from European allies. Now, it appears that the U.S. administration is bent on rejecting domestic opinion, the opinion of its European allies, and of the world at large.

The events of last week stem from a hazardous unilateralism on the part of the U.S. administration, both in weapons policy and in foreign policy generally. They are intimately related because continued testing is required not only to modernise the American nuclear arsenal but to test the functioning of the "Star Wars" project. Thus, SDI, the epitome of the Reagan administration's unilateral approach, has thwarted the chance for one treaty, a nuclear test ban, and threatens to destroy another, the ABM treaty. It is well known that SDI is also the main stumbling block for an agreement on strategic and intermediate-range nuclear arms. And finally, SDI threatens to move the arms race into a whole new dimension of space-based weapons.

These recent steps by the U.S. administration and its determination to pursue the SDI programme look misguided and dangerous. They are bound to increase tensions and propel the arms race into unprecedented levels. We, in the Third World, cannot look on passively or disregard these problems as none of our concern. On the contrary, the danger of nuclear war threatens the entire world, not just the NATO and Warsaw Pact countries. Therefore, we have to speak out against such a unilateral policy by the U.S. administration. It is the gravest of follies, not only for the possibilities of arms control, but for the peace and security of the world community as a whole.

## ARABIC PRESS EDITORIALS

### Al Ra'i: Israeli piracy

IN the latest acts of piracy committed by Israel, its naval forces seized a vessel in the open sea and detained its occupants and impounded its cargo claiming that it was destined for the Palestinian resistance in Lebanon. At the same time, Israel's leaders continue a propaganda campaign against the Arabs and Muslims, claiming that they are responsible for all terrorist activity in the Middle East. Israel's seizure of the civilian vessel was not the first act of piracy it commits in the sea and would not be the last because it is a state that has been conducting organised terrorism against civilians not only at sea but also by land and in the air. Ever since its establishment as a state in occupied Palestine, Israel has been committing acts of piracy like the stealing of French gunboats in France several years ago and the hijacking of the Syrian plane en route to Damascus from Libya. Israel has actually introduced all forms of organised terrorism to the Middle East area, but it continues to blame all acts of terrorism on the Arabs who fall victim every time to Israel's atrocities and criminal actions. For this reason we call on the international community to stand firm in the face of Israel's piracy at sea, in the air and on land; to see to it that all international principles and laws governing free trade remain respected and safeguarded. Ending such criminal actions is a requirement for the establishment of genuine peace.

### Al Dustour: Amal's 'killing camps'

THERE can be no justification whatsoever for the continued shelling by Amal militia of the Palestinian refugee camps in Lebanon. There can be no reasonable cause for the continued siege imposed on the camps and for the killing of tens of thousands of the camp residents in the most brutal manner. The tragedy of the Palestinian refugees is one of the whole Palestinian people and the Arab Nation whose sons are accustomed only to raise arms in the race of one another. The tragedy of the refugees is being enacted on Lebanon's territory where the warring factions in that country continue to carry out all forms of atrocities against one another and where the Arab Nation does not lift a finger to help end the bloodshed. The attacks on the camps and the on-going strife in Lebanon reflect a true picture of an Arab Nation and Arab reality. In fact, the tragedy of Lebanon and its people reflect the weakness of the Arab Nation, a tragedy that is continually encouraged by forces hostile to the Arabs and Muslims and those that benefit from the death of the Palestinian people. The Arab countries have watched the refugees being killed for the past four months and watched the Lebanese killing one another for the past 12 years without taking meaningful action to stop the tragedy. The silence on the part of the Arab countries is interpreted as condoning the continued bloodshed and a blessing of the hands that continue to kill the innocent people in the camps.

### Sawt Al Shaab: U.S. gunboat diplomacy

THE Americans still maintain a fleet of war ships and troops off the Lebanese coast ready to get involved in yet another adventure against the Lebanese parts. In 1983 the Americans sent their Marines to Beirut and other parts of the Lebanese territory only to lose 250 of their best trained men in seconds during a blast at their headquarters. In retaliation the Americans used their destroyers to shell civilian targets in Lebanon, but they failed to terrorise the people of that country or to stop the drive to attack all what is American and detain American hostages on Lebanese soil. The Americans continue to threaten to use force against the Arab people and at the same time continue to pour their support and their military hardware and financial assistance on Israel in total disregard to the Arab Nation. This time, the Americans who wish to land in Lebanon do not realise who their enemies really are and they seem to be chasing ghosts trying to wrest the hostages from their grip. All the American computers have failed to help find a way for locating the place of the hostages so that the Marines could be sent in to save them, and therefore, it is futile for the Americans to remain in the area trying the impossible. Perhaps they are staying in the Lebanese waters prior to launching an act of vengeance against the Arabs in collusion with their Israeli allies.

# When the time is right for peace

By Dr. Waleed Sa'di

ONE wonders why the Israeli leaders are deliberately sending the Arabs conflicting signals about the idea of holding an international peace conference on the Palestinian conflict. They certainly appear to talk with different tongues; for whereas the Israeli Prime Minister Yitzhak Shamir is assuming the posture of total and categorical rejection of the idea of the said conference, other Israeli leaders including Shimon Peres the deputy prime minister and minister of foreign affairs as well as Mr. Rabin the minister of defence appear to be open minded about the proposal to convene an international peace conference and occasionally appear to be supportive. The pressing question that must be on the mind of all concerned Arab leaders as well as the concerned Arabs in this region of the Arab World must be the following: Are the Israeli leaders truly divided on the issue of the conference and if not are they intentionally engaged in such diplomatic acrobatics?

I suspect that the Israeli leaders are not speaking with different tongues. On the contrary I contend that they speak in a carefully orchestrated way and in concert among themselves. In their minds, they are merely performing pre-determined roles with a view to sow disarray and confusion in the Arab World. Better still, they could be throwing baits in the Arab sea hoping to catch an Arab response which stands to serve their interest the most. The ultimate objective of these Israeli exercises in diplomatic manoeuvring is simply to gain time in order to consolidate even more their hold on the occupied territories and their people. To even contemplate that the Israeli establishment, no matter what its orientation, would voluntarily trade territory for peace is euphoria in the extreme. There is no doubt in my mind that short of collective forceful pressure by the permanent members of the U.N. Security Council, there is no chance that the Israelis would budge on the issue of total withdrawal from the occupied Arab territories including the Arab Jerusalem. But if all this is true why then are the Arab governments falling for this diplomatic manoeuvring and orchestrations and why do they keep on hammering on the point of the international conference? Again I suspect that the Arab governments are going

along in this direction because simply they have no other viable alternative to pursue at this stage of the political game of the Middle East. I submit the Arab governments must also play for time till other favourable opportunities are created in our region as well as internationally. It would be simply and utterly suicidal for the Arab governments to do nothing and declare that all the political efforts to resolve the Palestinian conflict are simply exercises in futility. The beacon of hope must glow lest despair sets in the psyche of the concerned Arab peoples. And by responding positively to the various international and regional initiatives in the quest for a solution to the Middle East conflict, the Arab World gains respectability, support and good public relations.

On the other hand I think Israel would accept an initiative only if it stands to reap tremendous political and material gains. Accordingly, Israel could be persuaded to accept and attend an international peace conference on the Palestinian conflict if its calculations reveal that it can extricate some tangible objectives such as the acceleration of Jewish migration from the Soviet Union and the extension to her of military, economic and financial support on an even greater scale. But I doubt that Israel would attend such a conference to trade territory for peace. I do not think that such a trade off is on its agenda. It is clear that they intend to simply drive a hard bargain on the subject of convening an international peace conference and when the price is right they will acquiesce reluctantly in preparation for announcing the failure of such a conference coupled with the reminder of "I told you so."

If the foregoing propositions were proven right, where do we in the Arab World go from here? Our viable options appear limited at this stage of Middle Eastern politics, but they could undergo tremendous change and evolution if the Arabs play their cards better and wiser. There is no doubt that in the final analysis the Israeli challenge would require a genuine concerted Arab action. Even in our present collective situation much more can be done to arrive at an honourable and durable resolution of the Palestinian conflict. While admitting our shortcomings we must not lose sight

of our collective strength. With political will and determination the balance of comparable power could be tipped in our favour and all of this could be realised in a relatively short time.

It is well within the reach of the immediate Arab parties to the conflict to adopt a strategy which aims for the liberation of the occupied territories including East Jerusalem and for the realisation of Palestinian rights. Needless to say, the paramount objective in any Arab strategy at this interim stage should be the frustration of the Israeli designs on the occupied territories and the exposition of Israeli manoeuvring and orchestrations in the politics of the Middle East. To accomplish these objectives there is no escape from the proposition that joint Arab action, especially between the Jordanians and Palestinians, is a *sine qua non*. Otherwise the Arab parties stand to neutralise one another's strength and bargaining power and in the final analysis reducing the total strength of the Arab side of the equation practically to zero.

Till we on the Arab side can manage to achieve the desired harmony and common sense, we must remain wary of the various Israeli signals to us and treat them for what they truly are. Thus far the Israeli strategy has been to throw a wrench in the various peace processes because the price for them was not quite right. We must likewise make sure that the price for us is equally right and honourable. Time acts both ways for the two sides of the Palestinian conflict: It provides additional time for the Israelis to consolidate their control over the Arab territories; and at the same time sets into motion the acceleration of the time-bomb within its so-called secured borders, a bomb created by the ever-increasing Arab population within those frontiers. Therefore, if there are ways and means to consolidate the Arab presence on the occupied territories as an interim measure, the Arab side need not panic and can likewise play for time. One can already have a vision of the future of Arab territories if all relevant data are accumulated and a sound projection is made for the next few decades and beyond. I think such a future is not that bleak as we sometimes lead ourselves to believe.

## Lange government seems set to win New Zealand election

By Christopher Pritchett  
Reuters

WELLINGTON — For three years New Zealand's Finance Minister Roger Douglas has ripped apart and restructured the economy, leaving the country of 3.3 million people reeling.

New Zealand's record unemployment, high inflation and other economic woes would make most governments quake in an election year.

But Prime Minister David Lange believes his administration's policies will renew the nation's wealth and sweep his Labour Party to a second term in office.

Opinion polls show Lange well ahead of the opposition, even though many New Zealanders feeling the pinch are bewildered as they watch others become rapidly much richer.

Lange has said there will be no early election — a poll must be held by September 19 — and that the government will not be deterred from the next items on its agenda: The issuing of bank licences to any reputable institution that cares to apply, and the transformation of government departments into corporations charging the public for the full cost of their services.

Douglas has said the "corporatisation" programme, which means the former departments will raise their own capital on the open market to relieve the government of huge demands for funds, will complete his current programme. What he envisages if the government is re-elected is not clear, but he has hinted it will be a period of consolidation.

"I think it's fair to say that we've got most of the major elements in place, and it's a matter of building on those," the minister told Reuters.

"We probably had the most regulated monetary system in the world (before Labour was elected in 1984) and we've moved pretty rapidly to having one of the most de-regulated... but of course with my adjustment like this goes a certain amount of pain."

He was referring to the unhappiness felt by many lower income people, the once prosperous farming community, and the old guard of the Labour Party. They have lost the cushion of widespread subsidies, seen by Douglas as promoting inefficiency and waste, and are paying more for basics following the introduction of a 10 per cent value added tax and the government's user-pays policy.

On the other hand, middle class urban professionals have gained from new job opportunities — especially in the burgeoning financial and service industries — the cut in income tax to 48 per cent from 60 per cent to compensate for the value added tax and the end to foreign exchange and import controls that has put them into Porsches and BMWs.

Last year nine Rolls-Royces were sold for \$300,000 dollars (\$150,000 U.S.) each, compared with one every two years before Labour took office.

The government's critics charge that it is creating two nations, one rich, centred in Auckland and Wellington, and the rest of the nation, struggling to adjust.

The opposition National Party, which ruled for more than eight years before Labour's victory, is blamed by Lange for dragging

down what was one of the world's richest nations 30 years ago to a lowly 25th place.

The National Party has little to say about its own economic policies, and many in the opposition applaud some of the Labour changes.

Young "Nats" have formed a pressure group in the party aimed at making sure a regulated economy is not restored and wooing young voters who have done well under Labour.

Douglas told Reuters that New Zealanders accepted his policies because they realised the country was in desperate straits and they were tired of being "second best all the time." They were ready to accept the challenge and reality.

"We've been doing very badly for a long time," he added. If you look at our performance against the OECD countries we probably did worse over the last 10 years than any country.

"We haven't really turned the corner but I think, given the policies we have, two years down the track we're going to be doing as well as any country..."

Douglas said his changes were so major that quick results could not be expected.

"When you take a big company, or even a relatively small company, if it's in trouble it takes quite a while to turn it around. So when you've got an economy that's been in trouble for a long time it takes even longer to turn it around."

Douglas said the most significant change as a result of his policies was the way New Zealanders now saw themselves — the pride in their Cup yachtsmen and the aggressiveness of businesses expanding overseas.

"We've also seen a change in the management style. The old boy network has gone. The directors who went to (meetings) once a month and picked up their cheque and had a nice lunch — they're gone. Companies have been taken over by people prepared to work 60, 80, 100 hours a week if necessary."

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The opposition National Party, which ruled for more than eight years before Labour's victory, is blamed by Lange for dragging



## Nicaraguans fight the 'coffee battle' despite threats

By Matthew Campbell  
Reuters

LA SORPRESA, Nicaragua — A volunteer army of Nicaraguan civil servants has encamped in the hills around this settlement in the north of the country, not to fight — though they will, if necessary — but to pick coffee beans.

Their presence indicates how crucial the coffee harvest is to Nicaragua's leftist government as it grapples with a war against U.S.-backed rebels and growing economic hardship.

Coffee is the mainstay of the Nicaraguan economy and if all goes well, the government says, the crop will bring in \$150 million this year, half the total export income.

The harvest is of the utmost importance to us ... we must fight tooth and nail for it," said Armando Jarquin, head of the state coffee export company, Encafe.

"The harvest this year coincided with expectations of a surge in fighting, after U.S. congressional approval of \$100 million in mainly military aid to the rebels, known as contras, fighting to topple the Sandinista government.

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attacks, and have warned that the lives of those taking part in the harvest are at risk.

Even so, hundreds of government volunteers have encamped in the embattled north to help pick the bright red coffee beans. Some Managua ministries were left virtually unmanned during the four-month harvest, which ends in late February.

Military-style discipline reigns at this state-run plantation in the northern province

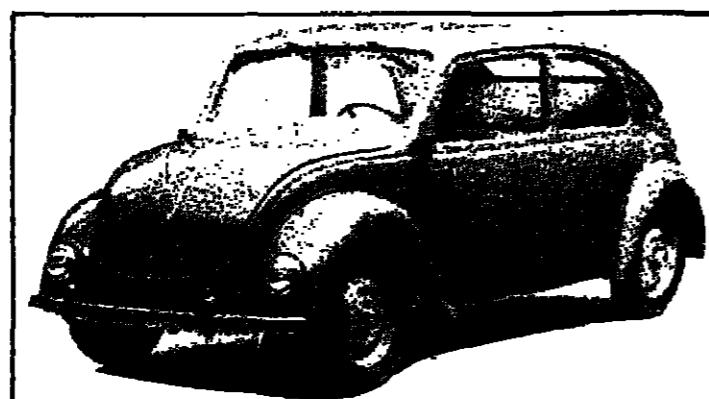
# 1987 AUTO SUPPLEMENT

## 'Cars for the people'

THE CAR that was the cornerstone of Germany's postwar revival as a motor manufacturer was, of course, the Volkswagen that Hitler and Porsche had planned before the war. Production began again in 1945 at Wolfsburg when the factory — originally almost razed by bombing — was under British control and the first cars — nearly two thousand that year — were used by members of the British military government and services.

At this point Britain considered transporting the production line to England as war reparations, and it was also offered to the American motor industry, but the VW was considered too ugly to have a future. Henry Ford II described it as: "Not worth a damn".

In truth it was not beautiful, but it worked. The 13-foot 4-inch body with its drooping bonnet (housing the fuel tank) and its divided rear window made the 'Beetle' an obvious nickname for it. The air-cooled 1131-cc engine at the back reached a maximum power low down at 3,300 rpm and was noisy — but the doors shut with a satisfying clunk. With the high top gear the car needed encouragement to reach 60 mph, but it could then cruise all day at that speed. Passenger and luggage space were as limited as the performance, there was no synchromesh and the brakes were cable-operated, but the car was cheap. Its reliability

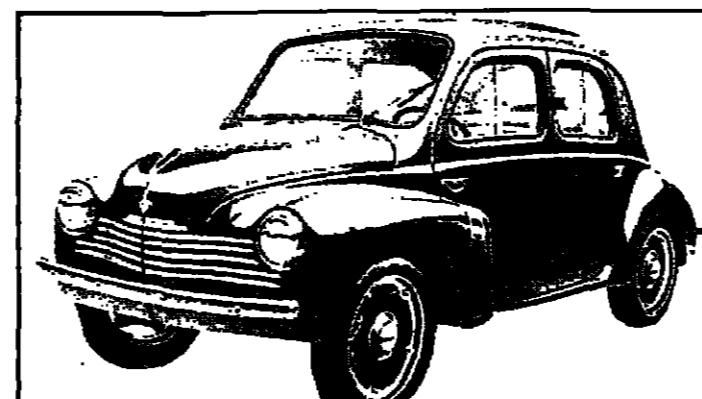


The first Volkswagen Beetles were produced in 1934.

was to become legendary.

In 1949, the British military government handed back control of VW to the Germans, after appointing Heinz Nordhoff, an engineer formerly with Opel to run it. It was his decision that Volkswagen should stake everything on one car — the Beetle. "I shall never follow the fashion of bringing out new cars as though I were in the *haute couture* business," he declared.

Nordhoff's policy worked; exports began in 1950 and the car became a phenomenon, dominating the mass markets of the world. The Beetle went on and on, even after the company was nationalised in 1961, hardly changing in appearance apart from having the divided rear window replaced with a one-piece



The most famous Renault of early post-war years. Designed in secret during the war, the prototype came out in 1946.

window in the 1950s. However, there were considerable technical improvements. The car acquired hydraulic brakes and synchromesh, and the engine size was increased progressively, to 1192 cc in the 1950s and to 1285 cc in the 1960s. There were also 1.5-litre versions, and numerous derivatives, from sports cars and vans to minibuses.

VW production spread to other factories in Germany and to places as far away as Australia and Brazil. By 1955 a quarter of a million had been sold, by 1961 five million and in 1972 the Beetle passed the record 15 million sale of the Model T Ford. But by now the car was hopelessly dated. Nordhoff had died in 1968, and the one-model policy had gone with him. The German-built

Beetle was allowed to make way for a new range of cars with water-cooled engines — the Passat, Golf and Polo.

However, production continued in South Africa, New Zealand and Mexico, where the 20 millionth Beetle was made in 1981.

No other car has approached the sales of the Beetle, but it was far from being the only successful 'people's car' of the 1940s. Another, also rear-engined, was the Renault 4CV, which was being developed when the Germans overran France in 1940. Some work continued on it in secrecy during the occupation.

When liberation came in 1944, Louis Renault was imprisoned for alleged collaboration with the Nazis — he died in jail — and his company was nationalised. Thus the 4CV, like the Beetle, was a state product when production began in 1946.

The 4CV was smaller than the

VW, being only 11 feet 10 inches in length and housing a four-cylinder engine of only 760 cc. This was later reduced to 747 cc when the car began to be used in motor sport, to bring it into the smallest competition category. Untuned, it had a top speed in the low sixties and achieved quick popularity as an economical runabout.

### Basic and cheap

The 'Baby' Renault had been unfortunate to meet competition from another French economy car, about which there was nothing conventional. In fact, when it was first shown in 1948 some journalists called it a freak; others thought it was a joke. The Citroen 2CV was no joke.

It also had been conceived before the war and a prototype had been made in 1939. Citroen's aim was to create a

cheap, simple runabout for people in the country areas of France who had no hope of buying any existing model — a sort of mechanised pony and trap.

The result came as a shock at first sight. The grey, corrugated body was reminiscent of a garden shed. The roof was a flap of canvas. The seats were made of webbing which was slung from tubular frames like deck chairs. The engine was a tiny air-cooled flat-twin of only 375 cc and it drove the front wheels. It looked cheap and it was cheap, but it was also functional.

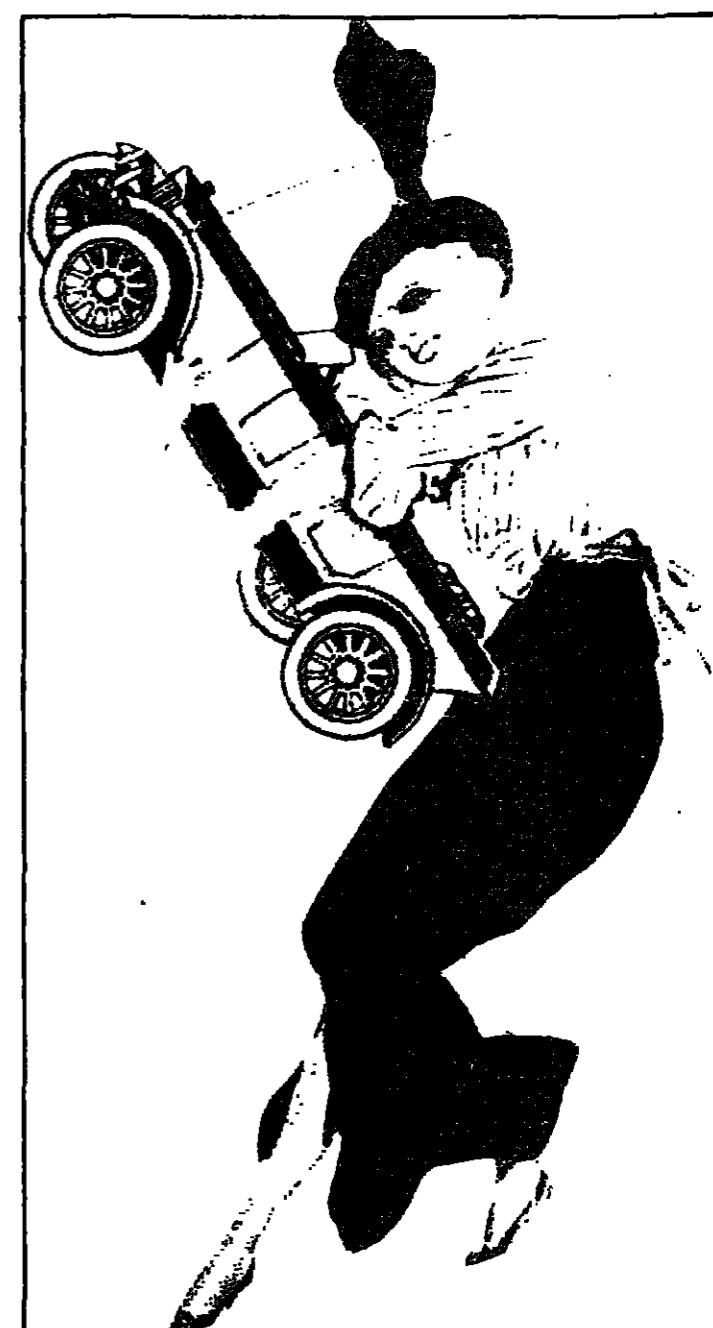
The body of simple unitary construction welded to a platform frame was designed to be taken apart quickly for repairs. The doors lifted out and the bonnet and wings could be stripped in minutes. The disc wheels were retained by only three bolts instead of the conventional four or five. The seats were surprisingly comfortable and could be adjusted by shifting a peg. An awkward load to be carried — it was simply a matter of removing the rear seat and folding back the canvas roof. The front and rear suspension were interlinked and self-leveling — a property destined to become a traditional Citroen feature. The little engine — with synchromesh on all the forward gears, a refinement unequalled in any cheap car of the time — gave the 2CV a cruising speed in the upper thirties and a ton speed of only just over 40 mph, but a gallon of petrol would keep it running for 50 to 60 miles.

"The Citroen is the simplest and most economical instrument yet devised for moving four people and their luggage from place to place with acceptable standards of comfort and weather protection... as functional as a bicycle or lawn mower, and it seems to serve as they do, with the minimum of skilled attention," reported *The Autocar* in 1953 road test.

The car suited the French, who had never been interested in the automobile as a status symbol, or in weekends spent washing and waxing. Demand soon exceeded supply and by 1966 more than 2.5 million had been sold. It is still selling today, though its appeal is now more to youngsters as a fun car than to Burgundian farmers.

The engine, increased to 425 cc in 1955, is nowadays 602 cc which has pushed the top speed up to nearly 70 mph, though it is still claimed to give 52 mph at a constant 56 mph.

In keeping with its modern, cheeky image, later Citroen



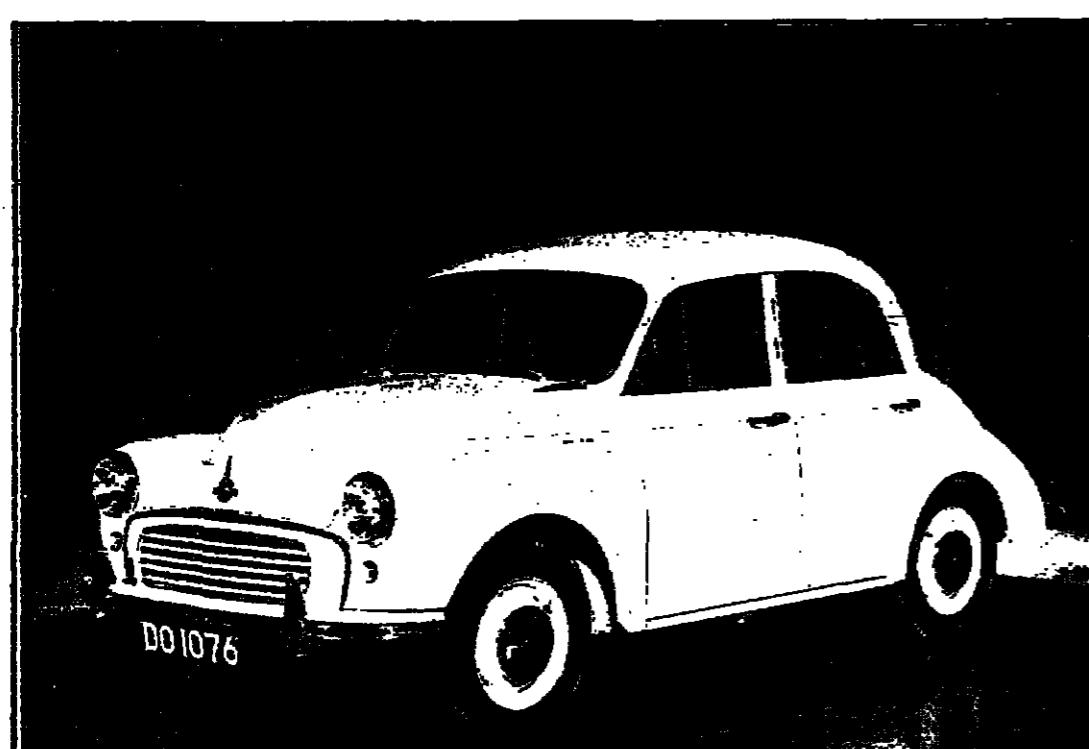
advertising mocked its own product with slogans such as "No wonder it's so reliable; there's nothing to go wrong". And one ad claimed the car had a central locking system ("You can reach all the doors from the driver's seat") and an automatic sunshade roof ("You automatically roll it back when the sun comes out").

### Morris Minors for the Brits

Britain's 'people's car' was also launched in 1948. The first new Morris of the postwar period was designed by Alec Issigonis and was eminently respectable and orthodox by comparison. The Morris Minor was 12 feet 4 inches long, of unitary construction and with excellent rack-and-pinion steering; it was a viceless car that set a new standard in handling.

Its initial disadvantage was its aged Morris 918-cc sidevalve engine which made performance leisurely, but in 1952 it was given a livelier 803-cc overhead-valve engine and by the end of the 1950s it had a 948-cc engine which took its top speed into the seventies. The now-classic Minor was originally available as a two-door saloon or an open tourer — one of the cheapest convertibles on the market — and later as a four-door saloon and a wood-trimmed station wagon.

For many Britons it was their first car. Tolerant of beginners' mistakes, it is affectionately remembered by all who owned one. More than a million had been sold by 1961 and more than 1.5 million by the time the Minor was discontinued at the close of the 1960s. Many cherished examples are still on the roads today.



Britain's 'people's car' launched in 1948 was the sturdy 918 cc Morris Minor. Morris is no more, having been incorporated into the Austin garage.

## Austin is a winner

The Metro is not the only success story from Austin, indeed more than one million metres on the road in such a short period is something to be proud of, but again, Austin is very much used to success.

Back in the twenties when motoring was very much restricted to the affluent, Austin introduced the 'Seven', a tiny mundane machine that went places at an affordable price.

"One for each foot" was the joke of the day, but the Seven has brought motoring to the majority.

Britain became mobile, in fact too mobile, for by the mid-fifties car designers started thinking of the congested cities of the future. Once again Austin came with a revolutionary idea; the Mini was created. A car tailored around four seated adults was the ideal city car. The Mini in no time became a new legend.

Naturally such engineering wealth was not restricted to the small car. For Austin has always

been known to produce the functional family car.

In Jordan, Austin is reputed for strength, durability and a sense of security; it is the car that will not let you down.

Now Austin has developed and tested a new car specifically for the Middle East, with the executive in mind. The new Montego Mayfair offers all creature comfort with the same sense of security.

Noting that a high standard of service and availability of spare parts are key issues to the success of any car in any market, The Jordan Automobile Co. (JAC) the local Austin distributor, have recently equipped one of the most modern workshops in Jordan.

JAC realizes that when a Jordanian motorist chooses the high standard of engineering of Austin, he demands a high standard of service; such a standard does not come about only by facilitating a modern garage lay-

out, equipment and tools, but also by implementing an efficient managerial system and means of transfer of technical know-how.

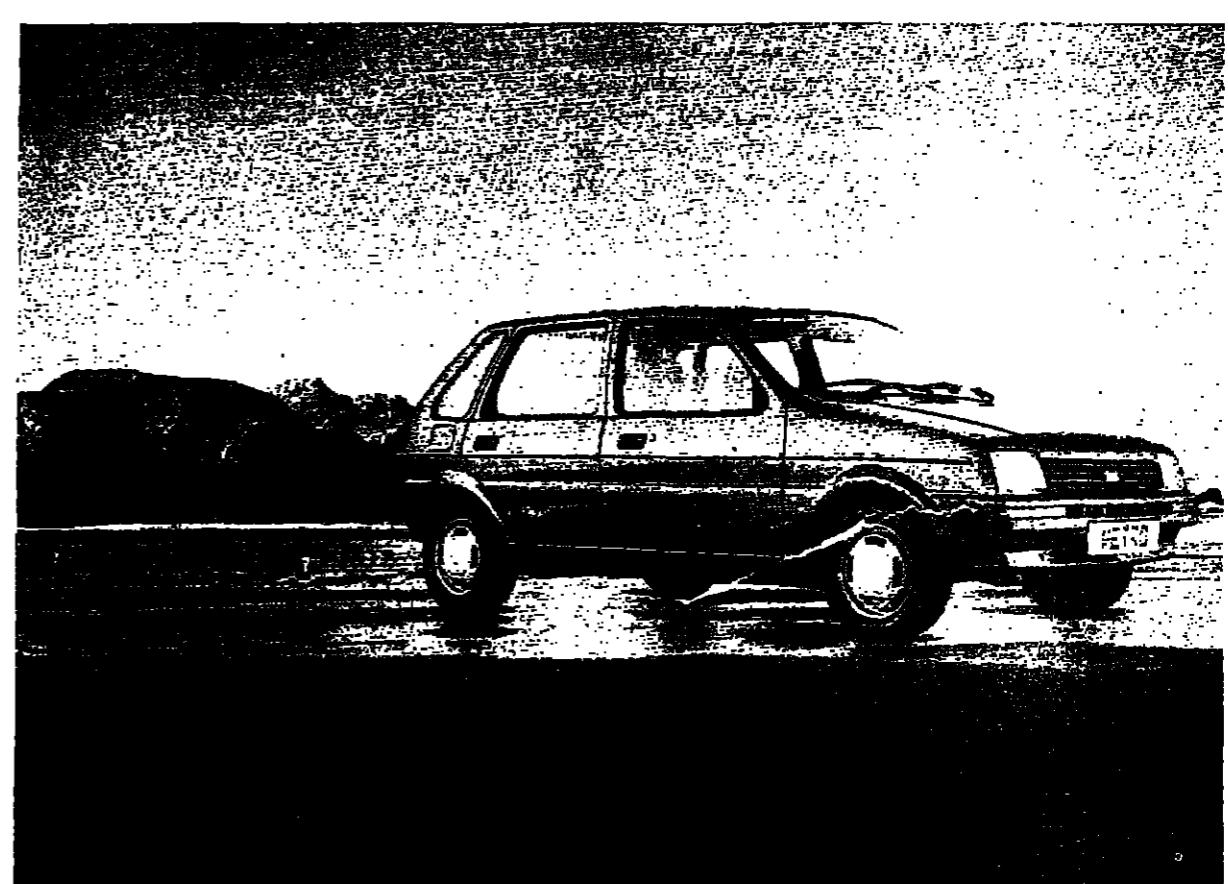
The Jordanian motorist is not only conscious of the technical merits of the modern car, but is also concerned with the overall economy of car ownership.

Austin always strived for economy of ownership and indeed produced some of the world's best examples of lowest combined depreciation, servicing and fuel costs.

In Jordan as an added bonus, the favourable exchange rate of the pound Sterling to the Jordan Dinar in relation to other currencies such as the Japanese Yen and the Deutsch Mark, suddenly caused a selected range of Austin cars to become the best value for money.

Whether it is the Montego Mayfair at the executive end of the market, or the trendy Metro with its unique personality for any application, Austin is a winner.

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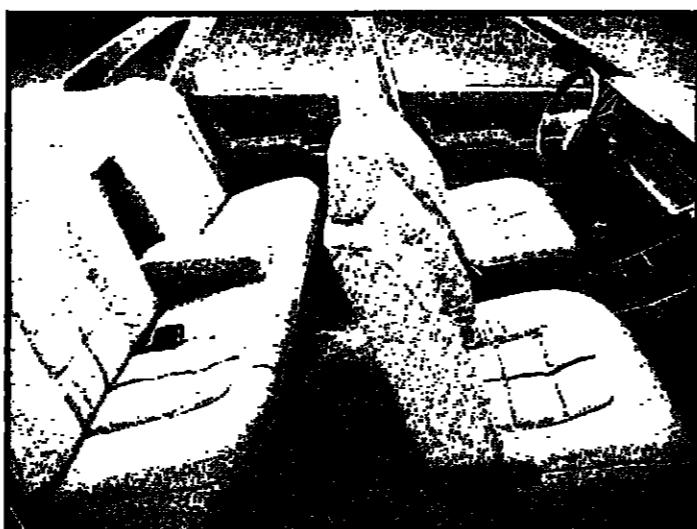
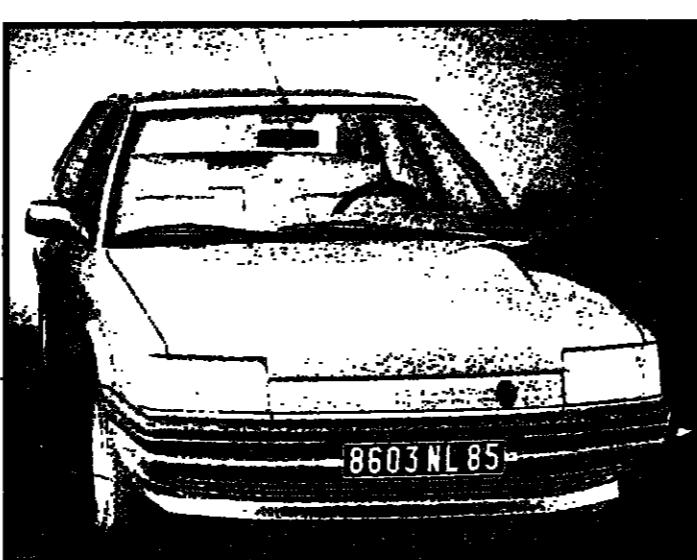
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A new Renault is born - the new Renault 21. Combining all that is best in classic and ultra modern design, here at last is a car that is designed to be extremely spacious on the inside yet compact on the outside.

This is the car for leisure, for holidays, for the family; but it's also the town car, for work or daily errands. A Renault that combines practical good sense with a unique dash and touch of class.

The new Renault 21 is also designed to be fun to drive. The high performance two litre injection TXE model for instance combines performance with economy. It has a top speed of 125 mph yet it can achieve a fuel consumption of only 48.7 mpg at a constant 56 mph.

The new Renault 21 is also designed to be a family car, with a

spacious interior that's light, harmonious and pleasant. The exceptionally large glass area not only gives the occupants maximum vision but also improves the ambience, with a feeling of spaciousness and comfort. This design for space is also applied to the luggage compartment which is not only cavernous but is practically designed with a low loading height and the availability of 60/40 folding rear seats on most models.

The new Renault 21 is also a long distance car with a definite character and has been designed with safety in mind. It combines outstanding roadholding with its all round independent suspension and accurate safe braking with a servo-assisted system of ventilated (except TL) front disc brakes with drums at the rear. This combination ensures your safety whatever the road conditions.

The accent is on elegance and the appeal of this car is the balanced use of space, with flowing aerodynamic lines. A design rule that leads to efficiency, dash and distinction.

The Renault 21 has inherited all that is best in normal Renault design (front wheel drive, independent suspension), while incorporating what is best in modern technology; in particular, integrated electronics for efficient running, monitoring and safety.

The Renault 21 is available in eight versions with a choice of two petrol engines (1721 cc or 1995 cc) and two diesel engines: a 2068 cc turbo-diesel, and a normally aspirated 2068 cc diesel, plus a wide choice of equipment levels.

Discover for yourself the uncompromising motoring pleasure of the new Renault 21.

One of the oldest firms in the Kingdom of Jordan established in 1944, dealing mainly in the motor trade and its spare parts, T.T.C. is the official dealer for Mitsubishi Motor Corporation and is well-known for its best services since the very beginning.

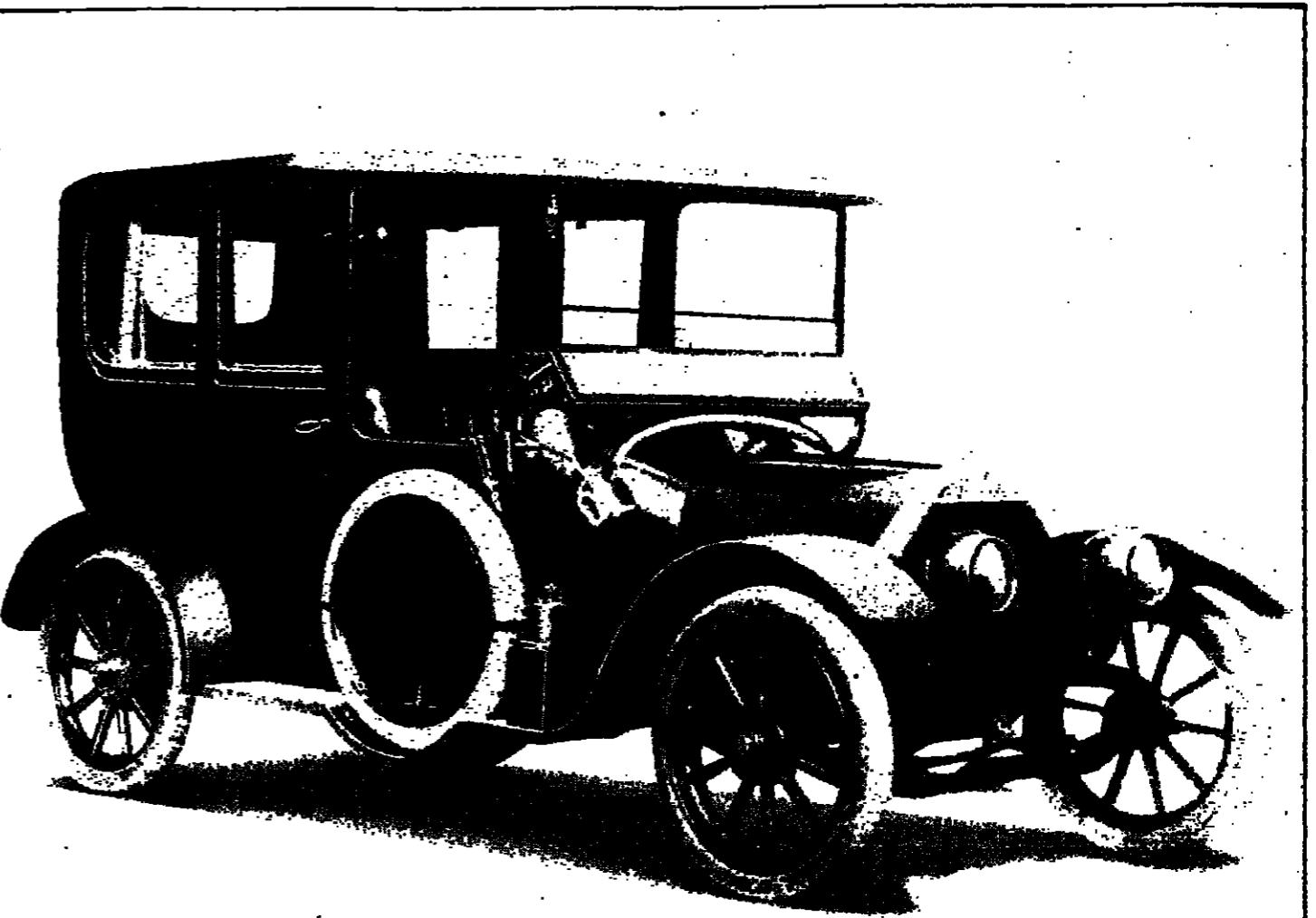
Transjordan Trading Company Ltd (TTC) gives a great deal of attention to services for its cus-

tomers and agents. In order to meet with the day-to-day needs of its clients TTC has set up a modern garage at its headquarters in Abdali fully equipped with auto maintenance service supervised by the most experienced and efficient technicians, especially in maintenance operations. Periodically specialists and engineers from Japan visit the company to give advice and

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Trans-Jordan Trading Co. Ltd.

JPL inc.

## Wind-in-the-hair driving converts a new generation

By Frank Page

Reprinted by the Munich-based M magazine

**IN THE** beginning, all cars were open-top. From those first primitive machines built a century ago, until well into the twenties, the automobile was almost always open to the sky. Yes, there were some majestic high-roofed broughams, landaus and limousines produced for rich motorists by the luxury car makers, but they were the exceptions to the rule. The standard car had a vertical windscreen, places for four passengers out in the air and a basic, hence not very effective, canvas roof to keep off the worst of the rain.

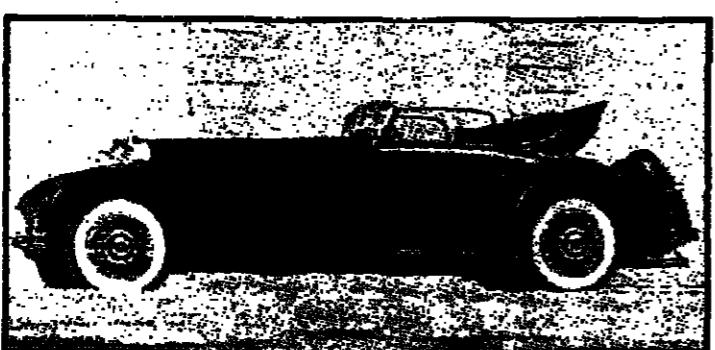
It is worth remembering that if the Archduke Ferdinand and his wife had not been in an open car that fateful 1914 day in Sarajevo, the Serbian student who leapt on to the running board might not have been able to shoot them so easily. And the whole course of history might have changed.

And if the great dancer Isadora Duncan had been in a saloon instead of an open sports car when she made the grand gesture of tossing her scarf over her shoulder, it would not have wrapped itself around the rear wheel and throttled her. The open car has certainly played its part in twentieth century history.

But it began to lose popularity in the thirties for two reasons. Car travellers wanted far more comfort if they were going to tackle the long journeys that contemporary technology made possible. It didn't make sense to have reliable engines, almost puncture-proof tyres, longer-lasting transmissions and more supple suspensions if you were exhausted by the constant buffeting of the wind.

Secondly, the old-established principle of sturdy chassis and separate bodywork began to give way to unitary construction — where the whole car body provided integral strength. That meant that the roof panel was almost as important in the solidity of the car as the floor pan. The saloon became the logical way to build a car; the convertible an expensive aberration.

Nevertheless, convertibles



Mercedes-Benz 500K, 1935



Jaguar Mark V, 1950

were produced in respectable numbers until the fifties. But then the word spread that the American authorities were considering banning all open-tops as unsafe.

And since the American market was the honey-pot which every car maker wanted to taste, the open car rapidly declined in popularity.

There were a few sports cars, like the British MGs and Jaguars, the Italian Alfa Romeos and Ferraris or the American sporty Chevrolets. But convertible four-seaters virtually disappeared and the car makers seemed to have lost the skill of building bodies which were strong enough below the waistline to do without the clinching solidity of a soft-top.

But when the car makers realised the U.S. legislation was not going to be pushed through they began to look again at the potential for convertibles. Volkswagen set the pace in 1979 with the open-top version of the Golf, and soon lots of other manufacturers were striving to get in on the act.

Ford produced the Escort Cabriolet, Fiat the Strada rag-top, Peugeot Talbot the chirpy little Samba convertible. Suddenly it was the "in" thing to have a soft-top car and zip around town on sunny days with the wind blowing in your hair.

The problem with many of the rapid arrivals was the evidence

of somewhat rapid development. Many of the new generation of open cars require a strengthening T-bar over the body to keep them rattle-free. Acceptable, but hardly attractive. Others suffered from the old enemy of the convertible — scuttle shake. Drive over a lumpy road and the whole front windscreen and scuttle area vibrates because it isn't sufficiently braced.

Now we are beginning to see the arrival of the "second generation" convertibles, with more engineering finesse and attention to the finer points of making an open car. The BMW 3-series Cabrio is not only snug and weatherproof when the hood is up, but also completely open and sleek when it's down.

### Collectors

Crime novelist James Leasor loves motor cars; especially if they date from the thirties. He has three classic machines from that period in his collection — and they all have soft tops. His favourite is a rare Cord 610 roadster, which has been restored to an immaculate state, largely by his own son, and using the components of two separate examples of the breed.

Leasor's collection also includes a classic British car from the thirties, the slinky Jaguar SS100 sports car, as well as an

Auburn 851 drop-head.

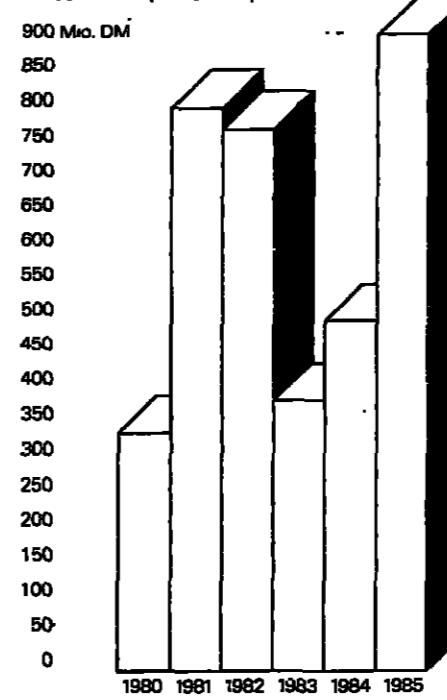
Try to paint a picture of the archetypal English aristocrat and the result will almost certainly turn out just like Lord Charles Brocket. Tall, charming and impeccably turned out, this handsome 33-year-old is the scion of a distinguished family, had a glittering career as an officer in one of the most pukka cavalry regiments and is owner of one of the most elegant stately homes in England, Brocket Hall, near Hatfield, Herts. The stable block behind the house contains no less than 17 different machines. They range from a VW Karmann Ghia to a Rolls-Royce Silver Wraith, but most are classic Italian sports cars of the Ferrari or Maserati family.

raised a huge amount of money for the starving in Ethiopia.

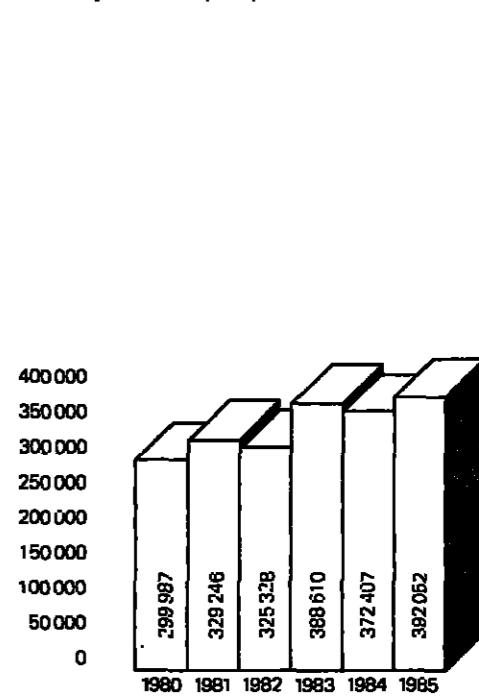
Another enthusiast for open air motoring is Gray Joliffe, the cartoonist who devised the best-selling cartoon book *Man's Best Friend* — and it wasn't about his dog. As well as drawing scurrilous cartoons, Joliffe is a copywriter who works on the English advertising for BMW cars. "I like cars with a sense of humour," he says, "with a smile on their faces." His current favourite is a 1969 Chevrolet Camaro SS convertible. It is the successor to a string of Ford Mustangs. "I love Yank cars. In my opinion the '69 Mustang is the best-looking car ever. I was trying to find another white one when I saw the Chevy in 1972."

## The VW/Audi group — a world economic factor

### Investments (million DM)



### Vehicle production (units)



### VW/Audi at present:

In 1986, Volkswagen/Audi passenger cars have reached the No. 1 position in Europe for the second time.

According to the company's records, its sales have reached 1,437,400 cars, which amounts to 13.1% and is ahead of Fiat by approximately 40,000 passenger cars, followed by Ford, PSA, GM, Japanese cars and Renault.

This success adds to VW/Audi's outstanding record and to its internationally-recognised prestigious, dynamic and modern image.

The VW/Audi group has always tried to outpace its competition as an innovative and technology orientated pacemaker and as a manufacturer of up-market cars.

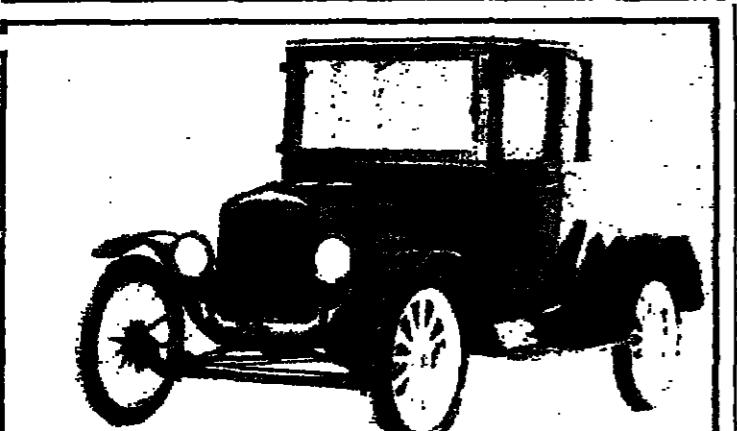
It has successfully acquired a personality with a high prestige claim which has maintained and consolidated its position vis-à-vis the competition as far as the aspects of sportiness, status, quality, performance, tradition, luxury and prestige are concerned.

### The new Audi 80:

This year, after a run of eight years, the 3rd generation of the Audi 80 makes its appearance on the market.

This new model range does

not just continue upgrading the Audi brand ushered in by the Audi 100. It also sets new standards in automobile manufacturing, standards such as full galvanisation, drag coefficient and the Audi safety system procon and



## Model T — a car which shaped social history

IT NEEDS no written record to tell us that Henry Ford was an exception. In spite of producing several early models which proved to be unremarkable, with consequent financial problems, his luck held. The Ford Model K, a large six-cylinder model offered in 1906, did nothing to stimulate his fortunes (he had not been enthusiastic about its production but was overruled), neither did the \$500 Model N which also appeared during 1906, although its price undercut the comparable Oldsmobile of that year.

But the Model N had some of the features that were to become widely known in Ford's car of the following year — the horsey, the ubiquitous, the best-selling Model T. "The automobile of the past," said Henry, explaining why the world needed his Model T so badly, "attained success in spite of its price. The automobile of the future must be enough better than the present car to beget confidence in the man of limited means, and enough lower in price to insure sale for the enormously increased output. In the low-priced car dwells the future success of the automobile." He was right at the time: his witness, the sales of 15,007,033 Model T examples.

The October 1908 issue of the U.S. magazine Motor carried a huge advertisement introducing the new Ford Model T to the American public. It stated: "The cars have been run under every conceivable condition. Last winter they were tried on snow-and-slush-covered country roads — all summer they have run on hills, on sand and mud roads in good and bad weather. While we do

KHALIFAH

## One of Germany's most modern views. Audi 100.



The car with the future-oriented technology, the absolute yardstick as regards performance, design and comfort. An enormously versatile vehicle.

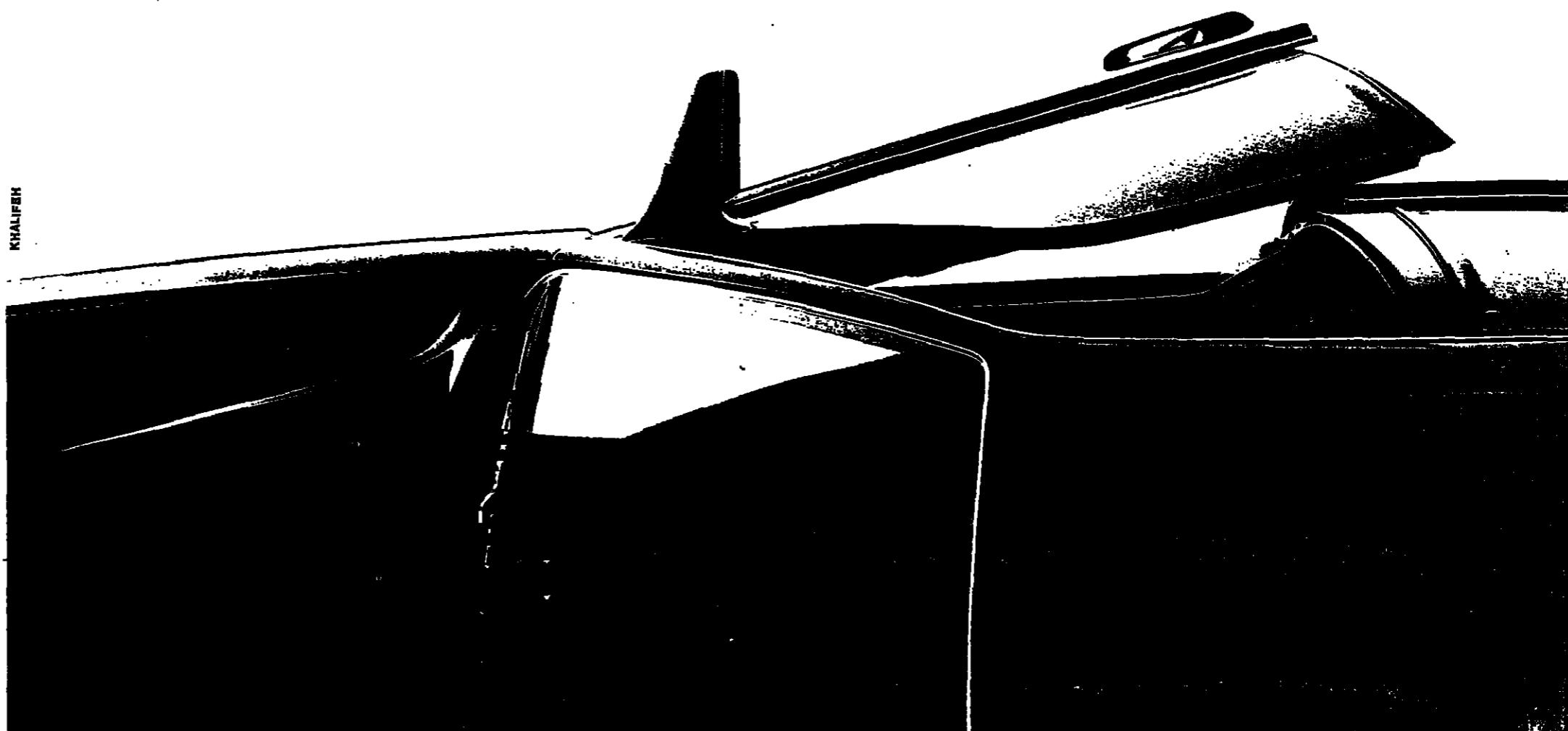
- Outstandingly comfortable
- Sporty performance combined with a high level of active and passive safety
- The advantages of front wheel drive combined with a high degree of directional stability in virtually every situation



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BMW Dixi 3/15 PS DA 1, 1927/28

# The 1st self-propelled road vehicle and the 1st 'motor accident'

By Peter Roberts

THE scene is an arcaded square in Paris; the time, a sunny Sunday morning in 1770. Street sellers shout their wares; ladies hold their skirts as they cross the small place, their escorts at their sides. A clanking rumble is heard in the near distance. Through the trees at the far corner of the square a large vehicle slowly appears. No team of horses draws its wood-and-metal bulk; it progresses entirely without visible aid or command, save for one small figure standing high on the superstructure, struggling with a heavy iron handle. Plumes of steam can be seen escaping from its depths.

Before observers have time to recover from their initial shock, the gargantuan object clatters its way into the square on three titanic wheels — and out again, coming to a halt only after demolishing a high garden wall....

Those French spectators had witnessed the first trial of the world's first self-propelled road vehicle — and had seen the first 'motor accident'.

Engineer Nicholas Cugnot's heavy steam-driven machine, a *fardier* or gun-towing tractor, had been ordered by the minister of war. The French steam pioneer had produced a working model a year earlier which had interested the army.

The full-size prototype wagon was indeed a monster, weighing about four tons and carrying an immense boiler and two bucket-sized cylinders. Since the boiler was suspended over the single front wheel and was made to swing with it, disaster was predictable.

But it was the first attempt at mechanically propelled travel. There had only been dreamers and visionaries before. Cugnot's machine has been preserved. It rests in the Conservatoire des Arts et Métiers in Paris and may be seen today.

Others were soon to follow Cugnot. Englishman Richard Trevithick made several successful steam coaches and high-pressure steam locomotives at the beginning of the 19th Century; Oliver Evans of America built his steam amphibian *Orukter Amphibolos*. By the 1830s,

particularly in England where a strong interest was shown in promoting public transport, a period that could be called the Golden Age of Steam blossomed.

Notable were Goldsworthy Gurney, whose first carriage used both wheels and mechanical legs to propel it and who later set up a Glasgow 'omnibus' service, and Walter Hancock, who was perhaps the most successful with his steam coaches. His most sophisticated was Enterprise, a handsome bus-like vehicle that could be seen in the London area where Hancock had set up a regular passenger service. Those who put their faith in road steam transport had, however, not foreseen the development of steam transport designed to run on metal rails.

Railway transport and railway lines multiplied rapidly. Cheap, direct, relatively fast, this was the welcome answer to long-distance travel in early Victorian Britain — and for the rest of the world shortly afterwards. Steam road transport withered, and once more the roads of Britain were used only by the walker, the cart and the horse-drawn coach.

The 1867 Paris World Fair was about to open its gates to an eager and fascinated public. Among the technical exhibits in the summer of 1867 was an engine from the workshop of Nicholas Otto & Company a small enterprise set up recently by Otto and his colleague, Eugen Langen, from Germany. Otto had shown a strong interest in engine mechanics as a youth, and had left the business world to devote his time to improving the crude but workable combustion engine invented by Belgian-born Etienne Lenoir.

Lenoir had already developed a stationary engine driven by a lighting-gas mixed with air ignited in a cylinder at atmospheric pressure — a machine that was quiet-running, had the advantage of immediate starting, did not require large and frequent doses of water — and that gave just 1hp for a 6-litre capacity. It was, by any standards, abysmally inefficient.

However, to Lenoir must go the credit due to the producer of

the world's first self-propelled vehicle — one could hardly call it a car — in 1860. He had reduced the cumbersome engine to underseat size, fuelled it with petroleum vapour, and it would be only a slight indulgence to say that this remarkable car had an electric ignition and a spark plug.

However, thought Otto, if the non-compressing Lenoir unit could be modified to include a compression stroke, thus concentrating the gas-mix in the cylinder, the following explosion after igniting the stuff would give the unit more powerful kick. It did, although this was not yet a four-stroke engine, as the gases were compressed before entering the cylinder. During these developments Otto had in fact designed a four-stroke unit, but had abandoned it in favour of his unwieldy two-stroke engine.

Gasmotoren-Fabrik Deutz, as the flourishing Otto & Langen company was called in 1872, employed a technical manager with a somewhat forceful character. Gottlieb Daimler, a baker's son from Schomdorff was an engineer destined to earn his place in history as one of the "fathers of the automobile."

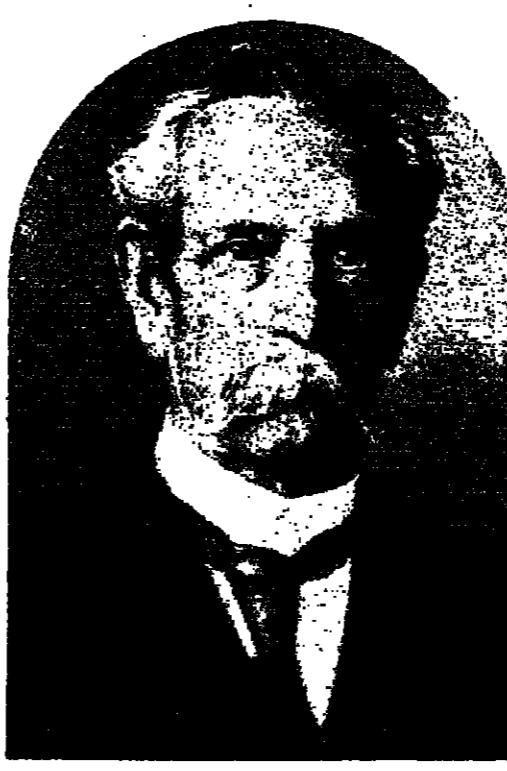
Daimler engaged a new chief engineer, Franz Rings, who with Otto himself followed up the abandoned four-stroke engine of earlier years; the fiery manager had long held that the current Otto engine could be greatly improved by designing the operation to include compression. Prototypes were built and successfully tested in late 1876.

The Daimler-promoted engine from Gasmotoren-Fabrik Deutz marked a major success in the development of the internal combustion reciprocating petroleum-fuelled engine, a breakthrough that separated it in history from the experimenters and the dreamers of the past whose devices either failed in practice or were never developed enough to interest the general public. And at this point in history Nicholas Otto has his niche, too, as the inventor of the four-stroke cycle, known as the Otto cycle even today.

During this last quarter of the 19th Century the world was ready for many changes; parti-



Gottlieb Daimler, 1834-1900. Apprenticeship for gunsmith. Polytechnical college. Worked in mechanical engineering in Germany, France and England. 1872: Becomes works managing director at Nicolas August Otto in Deutz. 1882: Formation of his own engine factory in Cannstatt near Stuttgart.



Karl Benz, 1844-1929. Grammar School, repairs Black Forest clocks, Polytechnical college. Apprenticeship in a machine-factory. Various jobs in engineering plants. 1872: Own workshop in Mannheim for construction of car parts. 1877: Start of work on a two-stroke engine.

cularly in transportation. Gottlieb Daimler was well aware of the need for a light, reliable and simple power unit which could not only propel vehicles of various types but could accommodate the upcoming requirements for multiple power sources for the coming age of high production; to feed and clothe a world whose population had mushroomed in the past few years.

Daimler's interest in fine engineering dated from his first schooldays at a Latin institution. He had quickly shown that he cared more for instruction that would gain him a sound knowledge of mechanical power than in classical languages, and became deeply involved in plane-and-solid geometry and maths.

Daimler was apprenticed to the flourishing industry of small-arms making. Here he proved a first-class craftsman in metal, stayed four years, completed his pupillage — and decided that gunmaking was not his metier. He enrolled in a school of engineering and industrial arts. His

evening work here brought him, at 19, a job with a large French firm producing railway rolling stock and locomotives. He soon learned French.

The youthful, energetic Wurttemberger also realised that steam engines and steam locomotives were not his vocation, and tried to persuade his directors that a small light engine powered by some method other than steam, an instant-starting engine which would 'cost a modest sum to run, could be used in factories that were too small to afford or need the current large engine' would, if manufactured, show a profit. He failed to convince anyone, and resigned.

By this time, 1862, Lenoir had patented his own engine. Steam experts derided its possible uses, declaring that although it needed no heating apparatus, it would need constant lubrication, and so on and so on — anything to confound opinion about an engine that clearly had a future.

A visit to Paris at the height of the Lenoir phenomenon further stimulated Daimler's wish to de-

velop an engine independent of steam — and independent of a fixed fuel supply as provided by piped town gas.

Gottlieb Daimler, now a mature 28 years old and lucky with few financial worries, spent these years moving around Europe in search of engineering ideas. The footloose engineer went on a peripatetic trip to England in 1861, finding Leeds' 'satanic mills' a fascinating scene and working there for a period in a machine shop, moving on to Manchester to work for the firm of Roberts & Company makers of machine tools, steam boilers and locomotives.

#### First engine

At Daimler's next job he met Wilhelm Maybach, 12 years his junior and a self-taught engineer of brilliance. Maybach was to play a significant part in the design of Daimler's early engines and cars, and indeed some say that modern transport owes more to him than to his master, Daimler.

In March 1872 Daimler was

appointed manager of Gasmotoren-Fabrik Deutz and he took Maybach with him.

As early as 1875 Gottlieb Daimler had begun experimenting with gas engines of the atmospheric type, but with little success at first. Franz Rings now took a technical hand, designing a true four-cycle unit for the company, under Daimler's direction. The research diary entry of May 9, 1876 shows the first record of a four-stroke engine, and as the originator of the principle, the system bore Otto's name. It was the foundation of all that followed.

Daimler and Maybach decided to set up on their own — there had been disagreements at the company and Daimler's two basic concepts for engine success, a high rate of revolution and light engine weight, had been ignored. The new Otto four-stroke units were still slow-moving heavyweights. By 1882 they had set up a workshop — a greenhouse and lean-to shed — in the spacious garden of the Daimler family house in the Taubenheimstrasse of Cannstatt, near Stuttgart, where together they built their first working four-stroke petrol engine.

For the late 19th century, the engine was indeed high-speed, as Daimler had laid down in his prime requirements; at up to 900 revolutions per minute it was faster by far than the larger stationary engines, which were also about 10 times heavier than Daimler's small single-cylinder unit.

Two years later the two engineers and Daimler's 16-year-old son, Paul, were trundling around the garden paths at Cannstatt on the world's first petrol-engined vehicle, a crude motorcycle. Daimler had no intention then of creating a road-going motorcycle, and, in fact, it was more than a decade later that the first practical motorcycle was seen. His intention had been to create an engine capable of powering either mobile or stationary machinery.

But by 1885, after two years of development — and one dead-of-night visit by the local police who thought he might have been forging coins — the now-improved engine was ready to in-

stall in a four-wheeled phaeton. Daimler had ordered a sturdy model, saying that it was to be a birthday gift for his wife and quietly fitted his 1-hp engine into the rear floor-well of the carriage where it sat like an oversized samovar near the rear passenger's legs. It was coupled to the rear wheels, and a steering rig directed the front wheels.

Early the following year, 1886, Daimler's 'birthday' coach could be seen clattering through the extensive gardens of Daimler's home. Later it pattered out on occasional clandestine sorties that followed.

Now Gottlieb Daimler saw his life-long aspirations in tangible form. His engine would propel everything on wheels and every craft that plied the ocean routes, but first a motor-powered boat for the local river, the Neckar. Not six months after the first engine was built he had installed another in a small river boat and was soon sitting at the tiller, silently propelling it up and down the Neckar to the complete astonishment of the people of Cannstatt.

Daimler went on to power a fire engine, a small airship, a tram, a rail-road car and other vehicles — all within a couple of years. His immediate success, however, came from his engined boats — people seemed less apprehensive of this nasty 'explosion' engine when it was surrounded by water — and he built several for German royalty and other eminent people.

#### Meanwhile at Mannheim...

At this point in history one had to take a day's carriage-ride down the road to Mannheim to meet another German engineer who was working on an almost identical project and who, in fact, produced the world's first practical motor car — just after Daimler had built his motorcycle, but before he had publicly exhibited his first four-wheel vehicle.

Karl Benz's background was in many ways similar to that of Daimler, with the exception of the financial support that Daimler could command. Physics and chemistry were his subjects and

(Continued on page 9)



## MEDITERRANEAN FLAIR AND THE SEAT MALAGA.

Your search is over. You need look no further for the transport concept that in versatility, performance, economy and ease of maintenance has been designed above all others with you in mind.

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Before the SEAT Ibiza hatchback was even drawn or thought of, we broke the traditional mould of motor construction by actually asking what people were looking for in a new small car.

Their response wasn't too much of a surprise; they simply wanted the best of everything — German Engineering and Italian design in SEAT one car.

They push the 1.5 GLX version from 0-60 in 9.9 seconds and to stop speed of 109 mph.

So we went out to create it for them.

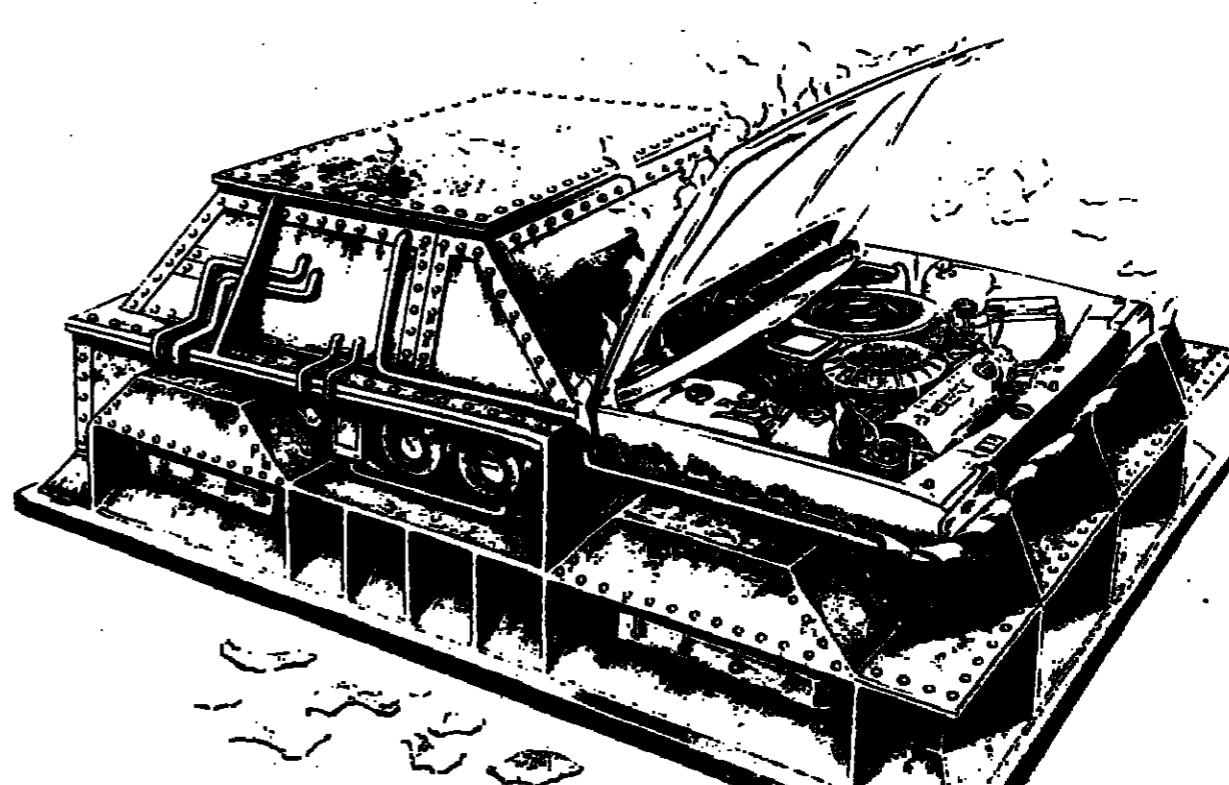
Osnabrück in Germany was the first stop where we secured for the Ibiza a Karman body-shell and structural design. Then on to Stuttgart for a System Porsche engine and gearbox.

(They push the 1.5 GLX version from 0-60 in 9.9 seconds and to stop speed of 109 mph.)

Next on the agenda was a sleek, distinctive design. And who better to provide it than the crack Italian car designer Giorgio Giugiaro (his pedigree includes the BMW M1, the Lotus Esprit and the original VW Golf).

Once in hand, we at SEAT built them into a car no mould could hold.

**The SEAT Ibiza**  
By demanding the best German engineering, we broke the mould.



**SEAT Ibiza.**  
**Technology without frontiers**

## The 1st self-propelled road vehicle and the 1st 'motor accident'

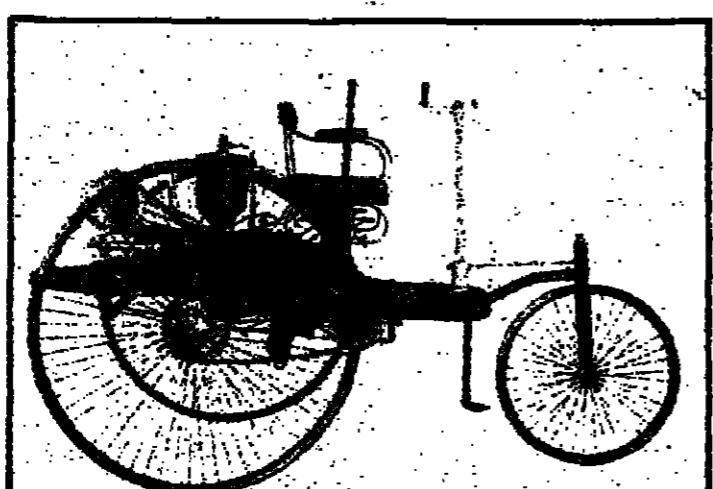
(Continued from page 8)

his hobby was photography, then in its early form. A period at the Karlsruhe Polytechnic, taught Benz, like Daimler, to search for a more efficient engine than the ponderous steam giants of the day.

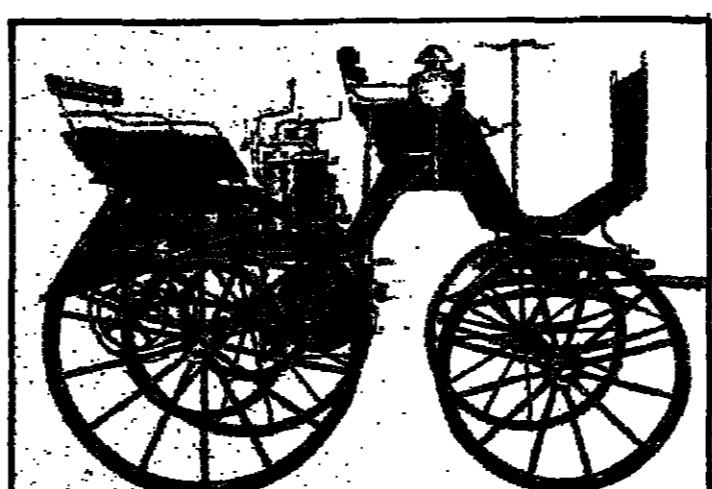
The key invention was to be the internal combustion engine, and several minds were directed to this end during the 1860s. Karl Benz also found work in a locomotive-building factory at Karlsruhe, the very company that appointed Gottlieb Daimler as its chief engineer just three years after Benz had left. Benz was also to come into contact with Otto's atmospheric engine — which also fired him with a desire to improve it.

Benz and his pretty wife, Bertha, who became his lifelong inspiration, set up a tiny machine shop in Mannheim in 1872. Their main assets were faith, hope and energy, and to augment their meagre living, Karl took orders for making clamps and pipes for the building industry, and even took on the hydraulic pressing of tobacco into plug. Occasionally a court order to repossess their goods threatened total ruin.

With what tools he had left after yet another domestic financial disaster Karl Benz turned to his long-term goal, the small high-speed engine. He knew that only some dramatic achievement could save them from catastrophe, and Karl worked feverishly on improving a two-stroke engine half-developed by Scotsman Dugald Clerk. Otto had recently patented his four-cycle



Karl Benz 'first Patent Motor Wagen' was completed towards the end of 1885.



The Daimler motor carriage

engine, and thus anyone else who wished to pursue the development of the internal combustion motor was forced to do all his experimenting with the two-stroke (or two-cycle) process.

The trouble, as in all these early engines, was ignition — the fuel mix would often ignite outside the cylinder and cause havoc. Benz managed to overcome this danger and also arranged that hot exhaust gas was expelled before the fresh mixture was introduced.

### New year bells

Karl Benz's two-stroke engine design took it far into technical terra incognita, where it remained stubbornly silent. The project was life-or-death to 35-year-old Benz and his family. For them the New Year's Eve that heralded 1886 was grim. Towards midnight Bertha suggested that they go out again to

the garden workshop and try to start the thing just once more.

In his later memoirs Karl Benz wrote of that moment in moving terms: 'So there we were, standing in front of the engine as if it were a great mystery ... my heart was pounding. I turned the crank ... the engine started to go put-put, and the music of the future sounded ... If sorrow had been our companion on the way over there, joy walked beside us on the way back ... Suddenly the bells started to ring — New Year's Eve bells. We felt they were not only ringing in a new year, but a new era for us ...'

Court photographer Emil Buhler saw Benz's machine — and immediately lent funds for development, giving the penniless couple a brief breathing space. But after three months of alteration Benz resigned from the newly formed company. Now fundless again and with four children, Benz doggedly went back to his engine development. By

1883 he had set up business once again — Benz et Cie — to build combustion engines to the design of Karl Benz' as the company articles stated.

Benz with partners Rose and Esslinger, made engines to the Benz pattern for static uses, but Karl was still preoccupied with making a motor vehicle driven by his own engine, an aim which was not shared by his colleagues. When the company is making enough profit, then we can think about taking a jump into the future' argued the partners who held the pursestrings.

Unlike Daimler, Benz was concerned only with a motored road vehicle. His engine was an integral part of a complete design that was new from tiller to tyres. His designs were formalised in German Patent No. 37435 of 29 January 1886, but the car was built and running during late 1885. Meanwhile Benz was improving the ignition, the carburetion and throttle control, until in

July 1886 he held a public demonstration of the car.

The water-cooled cast-iron single-cylinder engine with horizontal flywheel developed about 0.8 hp at 400 rpm — an extremely high rate of rotation for any power-machine of the day. The car (short for carriage) had a lone front wheel which coped well enough with the steering for several years, until Benz solved the geometric problems associated with steering two front wheels.

Benz had overcome the hazardous ignition problem with a Ruhmkorff trembler coil with a buzzer interrupter, a spark plug (made by himself) and a chrome-acid battery, a far more sophisticated system than Daimler's uncertain hot-tube ignition.

The steel-framed three-wheelers top speed was about 9 mph, and its local-journey reliability was good.

The world's first long-distance motoring 'joyride' reads like something from a Disney story — almost too good to be true — and for many years was doubted as historic fact for this reason.

However, research has confirmed that Bertha Benz and two of her children, Richard and Eugen, did indeed prove the car in no small way one Sunday in 1888. They had, by then, often been out for an evening spin along the road from Mannheim to Weinheim — about 6 kilometres (4 miles) but had never tested the car over a longer route.

Secretly mother and sons set

Gegründet 1883.	BENZ & CIE.
Rheinische Gasmotoren-Fabrik	
Giro-Konto bei der Reichsbank.	Telegraph-Adresse: "Motor" Mannheim.
• Erste und grösste Spezial-Fabrik der Welt für Motor-Wagen. •	
<b>Patent-Motor-Wagen „Benz“</b>	
Patentiert in Deutschland, sowie in allen anderen Industrie-Staaten der Welt.	
Bis 1. Mai 1896 wurden von der Firma Benz & Cie. bereits 500 Motor-Wagen abgeliefert und laufen heute in der ganzen Welt.	
Filialen und Lager in London - Paris - Brüssel - Basel - Mailand St. Petersburg - Moskau.	
• Mai 1894. •	

Durch Angrafe dieses Blattes treten alle früheren Preislisten außer Kraft.

**The first advertisement for Karl Benz's Patent Motor Wagen, dated 1888. Selling at 2000 marks this machine, we**

are told in the ad, runs on paraffin, petrol, or naphtha, and 'is an agreeable vehicle as well as a mountain-climber.'

off early, while father Benz was away, and headed for the neighbouring town of Pforzheim. Their journey had its problems: replenishing water, finding an apothecary for petroleum fuel, pushing the car up the hills of the region, persuading a cobbler to

make a new leather brakeblock, using Frau Benz's garter as a replacement rubber insulator. All were overcome and they sighted the lights of Pforzheim at dusk. They had travelled about 100 km (60 miles), the first-ever long-distance day-trip in a motor car.

Curiously this epic journey was never reported in the German press, although today it is recognised as a historic watershed in the chronicle of the automobile — Reprinted from the History of the Motor Car (Optimum Books, 1984).



## Lada, Niva consolidate services in Jordan

The Lada Trading Company, agents for Lada and Niva cars, was established in Amman in 1979 and its headquarters are located in the Abdali district.

Since its establishment here the Lada Trading Company has been giving increasing care and attention to car servicing operations, providing auto spare parts and auto maintenance services.

The Lada Trading Company has established a spacious maintenance centre supplied with all modern technical testing equipment and operating under the supervision of a resident expert from the manufacturing company.

Adjacent to the maintenance workshop are warehouses full of auto spare parts for Lada vehicles.

The Lada Trading Company markets several types of its cars in Jordan, including the 1500 cc Lada sedan, and the 1500 cc Lada station and the Niva (4x4). Recently, the company imported the new Lada Samara with new specifications and attractive body. It has a 1300 cc front drive, five gear engine and is sold at JD 2900 (cash).

The cost of the other Lada cars range between JD 2650 and JD 2950 (cash), except for the air conditioned Lada-Niva (4x4) which is sold at JD 3500 (cash price).



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## Hungary beats Cyprus 1-0 in European soccer match

NICOSIA (R) — Hungary beat Cyprus 1-0 with a goal early in the second half to win the team's first points in a European Soccer Championship Group Five tie here Sunday.

It was a day of firsts for new Hungarian manager-coach Jozef Verebes, making his national debut with a virtually new team still smarting from a shaky start to the current championship.

Istvan Boda shot home the spectacular solitary goal in a game which generally reflected the lazy haze of a warm Cypriot Sunday afternoon.

Boda's chance came four minutes into the second half when Cypriot back George Lemesios, earning his first national cap, bungled a defensive clearance under Hungarian boots.

### Group Five Standings

	P	W	D	L	GF	GA	pts
Greece	4	3	0	1	10	6	6
Netherlands	3	2	1	0	3	0	5
Poland	2	1	1	0	2	1	3
Hungary	3	1	0	2	2	3	2
Cyprus	4	0	0	4	3	10	0

## England downs Australia in World Cup

MELBOURNE, Australia (AP) — England won one up in the best-of-three World Series Cup finals with an effortless win over Australia at the Melbourne

### PASSPORT LOST

I am Moh'd Mostafa Kamal Shamsul Haque' bearer of Bangladeshi passport No. E 919574, issued at Dhaka on 3/6/1984. I announce that I have lost the above mentioned passport two days ago during a journey from Amman to Zarka.

If anyone finds it pls. call: 656700

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For information call: 621328, 635896, Amman

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Interested tenants may call: 670473 daily between 10-1.00 p.m.

### APARTMENT FOR RENT AND CAR FOR SALE

Deluxe apartment comprising 3 bedrooms, 1 dining room, 1 sitting room and 1 living room, 3 bathrooms, maid's room and separate central heating. Location: between the 4th and 5th Circles. Car for sale: 1983 PONY 1400 GLS, air-conditioned, 12,500 km, duty UNPAID.

Please contact tel. 677181, ext. 216 between 8:00 a.m. - 2:00 p.m.

### SECTION I. INVITATION FOR BIDS (IFB)

Loan No.: 2694 JO  
IFB No.: 5/87/SP

- The Water Authority of the Hashemite Kingdom of Jordan has received a loan from the World Bank in various currencies towards the cost of the Water and Sewerage Project and it is intended that part of the proceeds of this loan will be applied to eligible payments under the contracts for the purchase of submersible pumps.
- The Water Authority now invites sealed bids from eligible bidders for the supply of 99 submersible pumps ranging in capacity 10 cubic metres per hour to 500 cubic metres per hour.
- Interested eligible bidders may obtain further information from and inspect the documents at the office of the President of the Water Authority, Nablus Street, Jabal Hussein, P.O. Box 2412, Amman, Jordan. Telephone 666111. Telex 22439 JC.
- A complete set of bidding documents may be purchased by any eligible bidder on submission of a written application to the above and the payment of a non-refundable fee of JD 100.
- All bids must be accompanied by a security in Jordanian dinars equivalent to 2.5 per cent of the bid price and must be delivered to the above office not later than 1200 hours, Jordan local time, on 28 March 1987.

Eng. M.S. Kilani  
President  
Water Authority

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## Tottenham downs Arsenal in 1st match of cup semis

LONDON (AP) — Clive Allen's 34th goal of the season gave Tottenham Hotspur a 1-0 first leg advantage over its north London soccer rival Arsenal in the semi-final of the Littlewoods Challenge Cup Sunday.

Allen's 39th minute strike, against one of his former clubs, made it a miserable weekend for Arsenal, which surrendered its unbeaten home record the day after losing the English First Division leadership to Everton.

In a highly-charged atmosphere before 41,306 fans at Highbury, Tottenham looked the more composed side and created the better chances, although Arsenal's Perry Groves hit the post in the second half.

Glenn hoddle, Tottenham's stylish midfielder, twice shaved

the Arsenal goalposts with long range shots, and Allen missed an easy chance only seconds after bagging the only goal of the game.

The winning strike was a typical piece of Allen opportunism after Arsenal failed to clear a corner. Goalkeeper John Lukic made a fine stop from Gary Mabbutt's close range shot, but the ball bobbed up to Allen, who headed it home.

Without the suspended Viv Anderson and David Rocastle, Arsenal looked unsure in defence and disjointed in midfield. Its reshaped side failed to crack a well-organised Tottenham defence and whenever Arsenal tried to bombard the visitor's goal with high crosses, goalkeeper Ray Clemence was secure in his handling.

Montgomery had been warned twice about head butting earlier in the fight and had two points deducted for the illegal tactic.

But the disqualification just buried the inevitable as Curry was in control from the beginning.

He knocked down Montgomery with blows to the head in the second and twice in the fourth. By the fifth round, Montgomery looked like a tired, beaten fighter who could not hold off the stronger Curry.

Curry now has a record of 26-1 with 20 knockouts while Montgomery is 17-1 with 10 knockouts.

### Japan's Taniguchi wins Tokyo Marathon

TOKYO (R) — Japan's Hiromi Taniguchi staged an upset by winning the Tokyo Marathon in two hours 10 minutes 06 seconds here Sunday.

Taniguchi, who won the Beppu Marathon two years ago in his first outing, beat foreign and Japanese favourites, including fellow-countryman and Asian Games winner Takeyuki Nakayama, who came in second in 2:10:33.

Pre-race favourites Abebe Mekonnen of Ethiopia finished third in 2:11:54. But Ahmed Salah of Djibouti, winner of the 1985 World Cup marathon, gave up at about the 25-km point.

"I was in good condition. I'm happy to win the race. But I wanted to cut two hours 10 minutes," Taniguchi said.

It was the second win in five marathon races for the 26-year-old man from Kyushu, southwestern Japan. But he failed to improve his previous best of 2:10:1, which he achieved when he placed second in the Fukuoka Marathon in 1985.

Kasparov has captured the imagination of audiences around the world with his aggressive play and outspoken manner. Flamboyant and extroverted, he spent part of the news conference before the speed challenge match dodging questions from a pop music magazine about his sex life.

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## India-Pakistan cricket test ends in draw

excessive pad play.

The match was called off after the 10th mandatory over, bowled by Sunil Gavaskar who delighted the sparsely populated stands impersonating Abbud Qadir's bowling action.

India's spinners failed to strike on a fifth-day wicket which assisted little turn, and Pakistan easily played out time after losing two quick wickets.

India, 40 ahead on the first innings, declared at its overnight score of 527 for nine and met with immediate success when make-shift opener Rameez Raja was dismissed in the day's fourth over, by Raju Kulkarni.

First innings century maker Shoaib Mohammed and the seconde Rizwan Uz Zaman added 53 for the second wicket, but India kept the pressure on getting rid of Shoaib, 45, in the last over before losing.

"We had a chance when we took two early wickets Sunday morning, but our spinners were unable to extract turn later on," said Kapil Dev.

### Noah takes Lyon tennis tourney

LYON, France (AP) — Top-seeded Yannick Noah of France defeated Sweden's second-seeded Joakim Nystrom Sunday in the final of the \$174,000 Lyon Grand Prix men's tennis tournament.

Noah, 26, won 6-4, 7-5, in a match that lasted 75 minutes to receive a first prize of \$30,000 and 15 Grand Prix points.

Nystrom, 23, started the match strongly by breaking Noah's service in the second game. But Noah broke Nystrom's serve in both the 3rd and 5th games to win the first set 6-4.

In the second set, everything went with serve until Noah broke and it worked."

## Woerndl wins 1st German gold at ski championship

man, first-run leader Armin Bittner at 1:53.03, edging Girardelli for the bronze by .08 seconds.

Ingemar Stenmark, the most successful slalom racer in history and a two-time world champion in the event, was fifth at 1:55.60.

Peter McGrath of the United States finished 10th, at 1:56.29.

That left the United States with just one medal; a bronze in the women's combined by Taisara McKinney. It was the worst World Championship showing for the Americans since they were shutout in 1978 and followed a U.S. haul of four medals, including one gold, at the last championships two years ago.

Switzerland won a record eight gold medals on its home ground but in the finale it did not do so well.

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JPJ is 1st

## Weekly Financial Report

-By Fouad Batshon

The following report summarises trading activity in American major European and Arab currencies as well as gold prices. The writer is a foreign exchange dealer at the Arab Finance Corporation (merged with Halim Salfiti and Sons Co.).

AMMAN — Last week the U.S. dollar opened strong and moved higher to reach 0.342 fils on the JD. The correction that led the dollar to move higher from 0.3300 fils to 0.342 fils was mainly due to short covering on the dollar from the international dealers and to the better U.S. economic figures that were released last week that was in favour of the dollar.

In the local market dealers were ready for this correction. Banks and financial companies covered their short positions on the dollar early last week.

Charts indicate that the dollar could move a little higher in the beginning of this week but by the mid week, it will drop back to test the low levels it tested before. The expected ranges for this week are 0.335 to 0.348 fils.

### Trading in European currencies

The pound sterling fell lower testing its support level at 0.5080 fils. The strength of the dollar and the lower North Sea oil prices were the main reasons behind the drop in the sterling. It traded between 0.5080 to 0.5200 fils. The D.M., S.F. moved lower, sup-

porting their support levels on the news of the American economic figures. The D.M. traded between 0.175 to 0.182 fils, the S.F. between 0.2080 to 0.219 fils.

### Trading in the world metals

Due to the strong dollar and to the tension in the Middle East, gold moved a little lower but did not break its support level around the \$397 an ounce. Fundamental reasons were behind keeping the gold, silver and platinum prices above their support levels.

Gold traded between \$397 an ounce and \$406 an ounce. Charts indicate that gold should be bought around the areas of \$395-\$398 an ounce and sold around \$404 to \$409 an ounce.

### Trading in Arab currencies

The Lebanese lira (L.L.) scored new lows against the dollar and the JD because of the bad political and economic situation persisting in the Lebanon. It traded between 290 - 250 L.L./JD.

The Syrian lira traded between 73-65 S.L./JD. The Kuwaiti dinar traded between 1.2180 to 1.2250 on the JD. The Saudi riyal traded between 0.091 - 0.095 fils. The Egyptian pound traded between 0.1780 - 0.1800 fils and the Iraqi dinar between 0.2650 - 0.270 fils.

Gold prices in Amman, based on the daily bulletin provided by the Jordan Jewelry Store, are as follows:

Gold per gramme 21 carats JD 3.450/3.650  
Gold per gramme 18 carats JD 3.250/3.450

## Internal public debt in Jordan totals JD 478m

AMMAN (J.T.) — Jordan's outstanding internal public debt totalled JD 477.9 million at the end of November 1986 according to the monthly statistical bulletin issued by the Central Bank of Jordan (CBJ).

The amount was spread over five sections, but the highest figure appeared as advances which, classified as ordinary, extraordinary and "against profits," totalled JD 198.8 million.

No clarification was given for the sum of JD 15 million, extended under "advance against profits," although the figure was unchanged from the amount that first showed in 1985 when it was also amortised before the year ended.

The ordinary advance, amounting to JD 124.5 million, and the extraordinary advance, amounting to JD 59.3 million were record outstanding balances.

The section of treasury bills ranked second in volume with a JD 118 million total of which JD 117.1 million showed on the balance sheets of commercial banks. The remainder of the sum was held (financed) by other unspecified sources.

Government bonds secured JD 117 million but the holdings of the commercial banks amounted only to JD 51.3 million.

The CBJ portfolio stood at JD 24.3 million, while JD 41.4 million of bonds were covered by "other" holders.

Bonds of public corporations (government or semi-government organisations) drew JD 23.2 million of financing, mainly from commercial banks for JD 19.8 million.

"Other" institutions and the CBJ bought bonds for JD 2.4 million and JD 0.9 million respectively.

The commercial banks were the sole buyers of treasury bonds which were issued for the first time last year. The amount that the banks disbursed against the bonds totalled JD 21 million.

## Sale of British Airways shares attracts millions

LONDON (R) — The British Airways share offer was 10 times oversubscribed, the government said Saturday night. The sale of British Airways shares has been a resounding success.

Transport Secretary John Moore said following the closure of the offer. There were applications for 7.8 billion shares although only 720.2 million were on offer. As a result,

the number of shares originally earmarked for major financial institutions and overseas investors will be scaled down to give the British public a larger portion of the issue.

Trading in the shares, priced at £1.25 (\$1.90), is due to begin on Wednesday. The £900 million (\$1.35 billion) sale of the state-owned airline to the private sector is the latest in a series of denationalisations by Conservative Prime Minister Margaret Thatcher.

In a recent report, the em-

## Debt crisis turns banks to securities

LONDON (R) — Burned by the Third World debt crisis, the banks are quietly diversifying away from banking.

Banking, that is, as most people understand it, in the traditional sense of taking your money and making loans with it.

Instead, they are pouring billions of dollars into securities — bonds and shares — in a discreet revolution with far-reaching implications for global finance.

"It seems that banks are in the business buying business nowadays. They surely don't seem interested in lending money any more," said a London banker who has recently transferred to a bonds desk from one that handles Latin American debt.

For the banks and their share-

holders and depositors, securities seem a safer bet than loans. They can be traded in the market, so the bank can quickly bail out of a bad risk.

The trend does not mean that small borrowers will find that the bank manager turns them away, unless, at some future date perhaps, a present boom in consumer borrowing in Western economies is followed by a flood tide of debt.

But for larger enterprises, with annual revenues above \$100 million, and for nation-states, bank loans are hard to get. The pressure is on for these players to raise

money by issuing bonds or, in the case of companies, to offer shares.

It is tough on an already debt-laden Third World.

The move to securities, bankers say, is one reason why trading volume in the once obscure Eurobond market — which deals in bonds issued in currencies outside their country of origin — rose to more than \$2,500 billion last year.

Foreign purchases of U.S. treasury securities soared, too.

The Organisation for Economic Cooperation and Development (OECD) says that the volume of international medium and long-term borrowing rose 11 per cent last year to \$317 billion.

But bank loans fell three per cent to \$58 billions. Financing through

international issues of bonds meanwhile rose to \$226 billion, up 35 per cent from 1985.

Some bankers doubt this

pace can be maintained, but add that much of the slack may be taken up by commercial paper — short-term debt instruments issued by companies or banks who want to raise money.

The volume of new Euromarket commercial paper last year climbed to \$60 billion from \$9 billion in 1985.

The attraction of commercial paper is not only that it is tradable, but that its short life — never more than a year — also reduces banks' risk.

Short-term lending, through the interbank market, has also surged, with the latest statistics of the Bank for International Settlements (BIS) showing a \$157 billion rise in the third quarter of 1986.

These funds, flowing between banks, were largely used to finance banks' own bond buying.

"Banks are not really lending; but are financing each others' securities purchases," said a French banker. "We can no longer exploit the LDC's (less-developed countries) and so we're trying to exploit each other."

He added that using short-term

interbank funds to finance long-term assets like bonds "has historically always been a recipe for a market collapse."

The hazard is that interest rates

can change to cause the cost of

the repeated short-term borrow-

ing to outpace returns on the

long-term assets.

## Japanese likely to settle for record low pay rises

TOKYO (R) — Japanese workers will pay for their new status as the world's highest earners by accepting their smallest ever wage rise this year, economists said.

Faced with a growing threat of unemployment, they are likely to settle for an increase of around three to four per cent for the year starting in April, well below last year's 4.5 and the previous record low of 4.4 per cent in 1983.

The government expects consumers to rise only 1.6 per cent in 1987/88.

Japan's annual wage negotiations, or shunto, have just begun, with major unions setting their pay demands for next year.

Economists said workers in major industries will be protected from outright pay cuts by Japan's seniority system, which virtually guarantees employees wage increases as they get older.

Mr. Chikara Ohkubo, manager of the research division at the Japan Federation of Employers' Associations (Nikkirei), estimates those seniority payments will translate into an average wage rise of 2.1 per cent in 1987/88.

The strong yen takes both the credit for Japan's high salaries and the blame for industry's inability to afford a bigger increase.

The yen's 40 per cent rise against the dollar over the past two years has boosted the wages of workers here in dollar terms above those of their counterparts in the U.S. and West Germany.

At the same time, it has hit corporate profits, especially in the top manufacturing companies, as Japanese exports become more uncompetitive.

"The Japanese economy faces a situation unlike any ever experienced," said Mr. Hisanori Yokota, director of Nikkirei's international division.

Those requests are likely to be cut back when wage talks begin in earnest at the plant level, Mr. Ohkubo said.

### Malawi devalues kwacha by 20%

LILONGWE, Malawi (R) — Malawi devalued its currency, the kwacha, by 20 per cent Saturday against a basket of the world's major currencies to which it is pegged, the Reserve (central) Bank announced. The devaluation was part of the Central African nation's efforts to ensure "competitiveness of Malawi's exports on markets abroad." Malawi devalued its currency by 10 per cent last August against the U.S. dollar, the West German mark and the French franc, which are among the currencies it is pegged to.

The unions could not agree even on a minimum wage demand for the current shunto and decided to go their own ways for the first time in decades.

Car workers want a five per cent increase, electricity companies 5.5 per cent and private railway workers 8.7.

Opposition members in parliament increasingly have criticised the Conservative government's handling of City affairs in well-publicised attacks. Critics say Britain is focusing too much attention on its service sector at the expense of its manufacturing industries, some of them hard-hit.

Under Big Bang, minimum commission rates were abolished, the distinction between brokers and jobbers — those who make markets in a stock — was ended,

## Experts fear big bust for Big Bang

LONDON (AP) — Some people in Britain's financial district are wondering if the Big Bang will turn into a big bust.

In some quarters inside and outside of The City, London's financial district, optimism and pride over Britain's huge financial deregulation have turned into fear and embarrassment.

Although investors benefit from the increased competition Big Bang has brought — in the form of lower commission costs — stockbrokers' profits and high-flying salaries are feeling the squeeze.

### Open hiring, open firing

If and when the bull stock market turns bearish, some financial companies are expected to go out of business. Traders already are paying for the new open hiring with open firing.

Big Bang also has been marred by coincidental insider trading scandals and the resulting concerns that the government hasn't replaced the old system with regulations adequate to protect investors from fraud.

"There will be some blood on the floor, no doubt about it," said Mr. Tony Barnes, managing director overseeing the European financial services division of Korn-Ferry International, an executive recruitment firm.

The feeling that The City

could go on and on, that the merry-go-round would never come to a stop — that has come to the end. It's happening quicker than people thought."

Overall, The City's reputation has suffered. When the Institute of Directors, a business leaders' group, recently asked 200 company directors what they thought of The City's image, 59 per cent said it was worse than before Big Bang.

Opposition members in parliament increasingly have criticised the Conservative government's handling of City affairs in well-publicised attacks. Critics say Britain is focusing too much attention on its service sector at the expense of its manufacturing industries, some of them hard-hit.

Under Big Bang, minimum commission rates were abolished, the distinction between brokers and jobbers — those who make markets in a stock — was ended,

and foreign firms were allowed to become members of the London Stock Exchange.

In the long run, Big Bang is supposed to make it easier and cheaper for companies to raise funds.

The bulk of the changes took effect on Oct. 27 and were intended to ensure London's place as a major financial centre in an increasingly global market.

That appears to be working according to plan. The Economist magazine said monthly equity turnover on the exchange rose from £1.7 billion (\$17.55 billion) in September to £14.25 billion (\$21.4 billion) in December.

But almost half of all trading in British equities now is free of commission. And on the remaining trades, commissions have fallen 40 per cent to 0.26 per cent, the magazine said. It said it assumes that the average spread between the best offer and bid price has fallen to one per cent from 1.58 per cent.

Three months after Big Bang, few large financial firms are making money dealing in domestic equities, and many are losing a bundle, The Economist reported in its Jan. 24 issue.

More than half of the 27 dealers of gilts — British government bonds — are unprofitable, the magazine said.

"Either their employers are disillusioned with them or, more rarely, they with the job," it said.

Mr. Barnes, the executive recruiter, said some British firms may feel more of a squeeze because they locked themselves into higher salaries instead of using the American firms' flexible bonus system.

In the inevitable shake-out, the firms that made fewer mistakes in Big Bang are expected to dominate The City, gobbling up the less efficient.

"The rich and smart will get richer and smarter. And the rest will have to fend for themselves," said Mr. Barnes.

Big Bang was followed by a succession of insider trading scandals. Although the alleged wrongdoings generally took place before Big Bang, the two are probably intertwined in the minds of the public.

The most publicised scandal has been at Guinness Plc, the giant brewer.

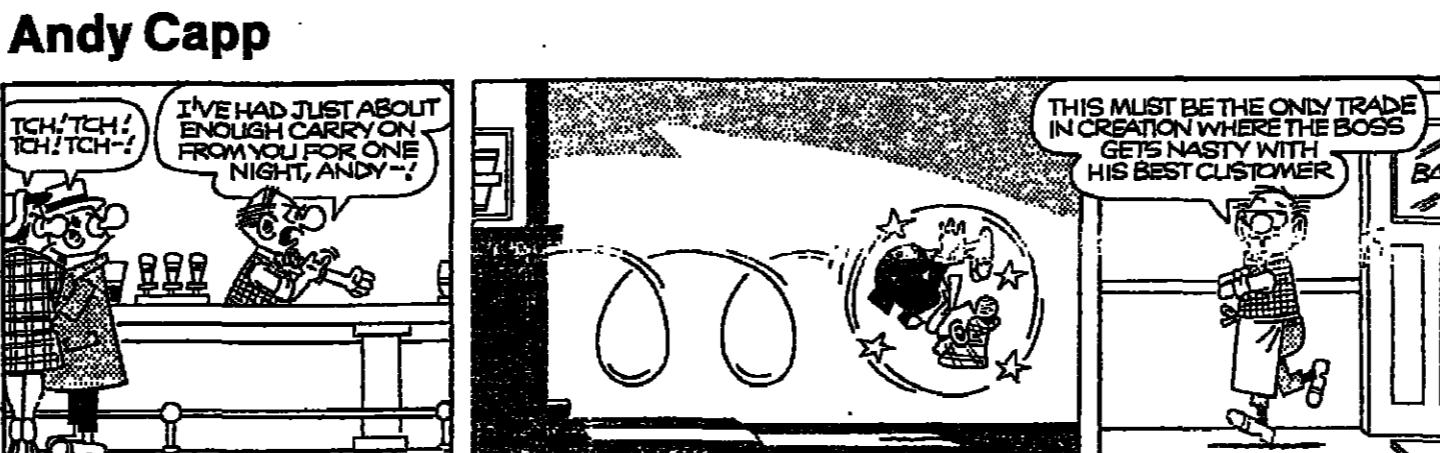
## Peanuts



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## Andy Capp



## THE BETTER HALF

By Harris



## JUMBLE

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

# Philippines land reform may undercut rebels, aide says

**MANILA, Philippines (Agencies)** — A cabinet minister said Sunday the government is pursuing land reform not simply as part of an anti-Communist strategy but "because the country needs to move forward."

The 23,500-strong Communist New People's Army (NPA) has said land reform is one of the main goals of its 18-year-old insurgency. The rebels refused to extend a ceasefire pact that expired Sunday opening the way to possible future clashes.

"The Agrarian reform is not part of the counter-insurgency programme," Minister of Agrarian Reform Heherson Alvarez told reporters. "It is something our farmers and farm workers have long deserved and the country needs to move forward."

"But if in the process of achieving land reform, we pull the rug from beneath the rebels, so be it," he said.

He called land reform the "most urgent (and) most far-reaching of all government programmes."

Mr. Alvarez said President Corazon Aquino's government,

as mandated by the new constitution, will redistribute 9.7 million hectares (34 million acres) of land to the country's 3 million landless farmers.

Analysts say these farmers have provided ready recruits and sympathisers for the Communists. Previous land reform programmes have been limited to corn and rice lands and have fallen far short of expectations.

"The president herself desires that the constitutional mandate to place all agricultural land under Agrarian reform should be carried out to completion within her term of office," Mr. Alvarez said.

The new charter, officially ratified Saturday, will keep Mrs. Aquino in office until 1992.

Meanwhile Mrs. Aquino's government pledged to continue to work for peace after a 60-day ceasefire with Communist rebels

expired at midday Sunday. Chief government negotiator Teofilo Guingona said he was sorry the rebels had refused to agree to an extension of the truce.

"When they spurn further negotiations, they spurn the desire of the people and many of their own members to pursue peace," he said.

Mr. Guingona said the government planned to approach the Communist rank and file to try and work out regional ceasefires.

He said: "The government will keep the door to peace open but it will not cede to unwarranted demands. It will pursue reconciliation but will never yield to inordinate conditions."

Troops and rebel forces were said to be on a war footing Sunday but there were no immediate reports of post-ceasefire incidents.

Armed Forces Chief General Fidel Ramos told his men Saturday to "be ready to hit, and hit hard."

Government and Muslim rebel representatives begin talks Monday on self-rule for the troubled

southern Philippines as the price for ending a 15-year separatist rebellion.

More than 50,000 people have been killed in the conflict, which peaked in the 1970s and could erupt with greater vigour if the talks fail to produce an agreement.

The largest Muslim group, the Moro National Liberation Front (MNLF), has vowed to join Communist guerrillas in a common front against Manila if the government fails to heed the MNLF's demand for establishment of a completely autonomous region on southern Mindanao and surrounding islands.

Muslims regard the region, with its 20 million population, as their ancestral home although they are now a minority in the area as a result of decades of Christian migration.

AP was the main party of a three-member coalition that fell apart after the right lost last June's general election to the ruling Socialists.

It was the second consecutive election defeat to the party of Prime Minister Felipe Gonzalez

# Spain's opposition pins hopes on new leader

**MADRID (R)** — Spain's main opposition Alianza Popular (AP) Party has set its hopes for revival on a young newcomer who became president in a landslide victory.

Antonio Hernandez Mancha, 35, virtually unknown in Madrid a few weeks ago, was swept into office in an emergency AP weekend congress with 1,935 of the 2,837 delegates.

His rival Miguel Herrero de Minon, 46, AP's interim leader, won 729 votes.

The party had been badly split over a leadership row since last December when former leader, Manuel Fraga, 64, resigned following a series of stinging election defeats.

"I can bring some fresh air to the party," Hernandez Mancha told the congress.

Supporters said Mr. Hernandez Mancha would give the party a modern image and his personal charm could boost the right's voter appeal.

Politicians said the new party leader would face the daunting task of healing divisions by next June's municipal and regional elections.

# Democrats say Reagan 'seems dangerously disengaged'

**WASHINGTON (AP)** — House Majority Whip Tony Coelho said Saturday that President Ronald Reagan "seems dangerously disengaged" and invited him to "come off the sidelines" and join the Democratic-controlled Congress in addressing the nation's problems.

"As we enter the president's final two years, the signals from the White House are not good....

Most of his top staff is quitting and Mr. Reagan himself seems dangerously disengaged from the business of governing," Mr. Coelho said in the weekly Democratic radio address.

"We don't have all the answers, but at least we're addressing the challenges that lie ahead," he said, referring to Congress. "But the country can't be led by Congress alone."

"But the first time they don't tell me something that they should have, when they have reasons to trust me, then there will be hell to pay," he said in a recent interview with the Associated Press.

Sen. Boren said he got worried about the decline in U.S. intelligence when he was assured in early 1979 by a senior official in the administration of President Jimmy Carter that Shah Mohammad Reza Pahlavi would ride out the storm.

"Practically the next day, the Shah was on a plane out of the country," and Ayatollah Ruhollah Khomeini was soon in power, Sen. Boren said.

"I think we have seen a steady improvement since that debacle," said Sen. Boren, citing what he called significant increases in the amount of money that Congress allocates the intelligence community.

The rising budget has boosted morale, driving the number of young CIA applicants "up, up, up," he said. The size of the budget and the number of people employed by the CIA and other spy agencies are classified, although congressional sources say the overall intelligence budget has doubled since 1977.

Improvements in U.S. capability since the late 1970s, Sen. Boren said, convince him that "we have an overall intelligence capability that is second to none. This is one area where we have a clear superiority over the Soviet Union."

But advances on the technical side, such as reconnaissance satellites that photograph Soviet military installations, have outstripped efforts to attract people able to interpret such photographs or to speak exotic languages, Sen. Boren said.

"Human intelligence is a problem," he said.

Mrs. Sakharov, also known by

since the Socialists came to power in 1982. Mr. Gonzalez won an absolute majority in parliament in both elections.

Like Mr. Gonzalez, Hernandez Mancha is a native of the southern region of Andalucia, an economically backward region that has rarely produced a national political leader.

Hernandez Mancha, who had his first taste of national politics eight months ago when elected to the low-key senate, pledged to make the right-wing's ideas more attractive.

"We do not have to apologise every day for belonging to AP," he said. "Our party will be the core not only of the centre-right, but of the whole opposition."

Supporters said Mr. Hernandez Mancha would give the party a modern image and his personal charm could boost the right's voter appeal.

Politicians said the new party leader would face the daunting task of healing divisions by next June's municipal and regional elections.

# COLUMNS 7&8

## Pet food spoon wins contest

**WASHINGTON (AP)** — A 6-year-old Oklahoma girl has come up with a solution to a problem that has vexed some pet owners for years: How to feed a cat or dog without having to wash the messy spoon afterward. Suzanna Goodin's solution is to shape a pet cracker into an edible spoon that can be broken up into the pet's food after serving. Her "edible pet food server" carried off a grand prize Saturday in an invention contest sponsored by the Weekly Reader School Publication. The Weekly Reader said more than 200,000 children participated in its contest. Suzanna, a first-grader, was cited for the best idea submitted by children in kindergarten through fourth grades. Matthew Peters, 13, a seventh-grader from Nashua, New Hampshire, won the grand prize in grades five through 12 for inventing a scooter-like device for coasting on ice or pavement. Both children received \$500 U.S. Savings Bonds and were being feted at the National Inventors Expo this weekend in the nation's capital.

## 'Days of the tomato' celebrated

**OUAGADOUGOU, Burkina Faso (AP)** — Feb. 6 and 7 have been declared "days of the tomato" in this West African country in a move to increase the use of 30,000 tonnes of tomatoes produced each year. The government and the United Nations Food and Agriculture Organisation (FAO) coordinated the nationwide project to demonstrate methods of preparation and conservation in Burkina Faso, one of the world's poorest countries. "The simple methods we are using can be applied in the poorest of villages," food educator Henriette Kabore said. "People can now have tomatoes in some form year-round instead of only five months as before." In Ouagadougou, the capital city, crowds thronged past stalls in a specially created marketplace. Housewives, off-duty soldiers and schoolchildren tasted sample dishes and took away copies of recipes which use tomato products.

## 2 men break record in jumping rope

**JOHNSTOWN, Pennsylvania (AP)** — Two men who had set world records jumping rope challenged each other to a jump-off, but they stopped at the same time when they set what they claimed as a new record: More than 13 hours of continuous hopping. "I'm looking for a spare set off feet," said Bob Commers, 36, of Johnstown, who had two heart attacks and a stroke before having open heart surgery six years ago. Commers and Randy Schneider, 29, of Janesville, Wisconsin, jumped side-by-side for 13 hours, 15 minutes and 47 seconds at an American Heart Association fund-raiser in Johnstown. The two said they broke a record set in October of 13 hours, 12 minutes and 11 seconds. Each man had set previous records of more than 12 hours. Schneider said the two decided to quit together if they beat the old record. "We pushed each other to the record," he said. "We really didn't agree to finish together until the 13th hour." Commers, who used to weigh 131 kilograms, said he turned to jumping rope in order to lose weight and improve his health. He now weighs 71 kilograms, he said.

## Hemingway novel gets mixed reception

**LONDON (AP)** — Some big guns were summoned by Britain's Sunday newspapers to review Ernest Hemingway's posthumously published novel, *The Garden of Eden*. The reception was mixed. The story concerns the honeymoon of a young American couple in France in the 1920s. The honeymoon is wrecked by the bride who, jealous of her husband's writing success, turns to an affair with another woman, who eventually goes off with the husband. Playwright Tom Stoppard said in the observer: "It is in many places and in several respects the equal to his best work, and if it fails as a whole to control its aim and its balance perhaps it is because it became overtaken by events." The poet Stephen Spender in the Sunday Telegraph says Hemingway, by making the wife mad, fatally weakened his novel, by acquitting the husband and the other woman "of moral responsibility for their actions." Spender said despite the flaw, the novel is "very revealing as a thinly veiled autobiography," as Hemingway "left his first wife Hadley for Pauline Pfeiffer and then, after an interval in which the three of them were much together, went off with Pauline." "It is no great shakes," was the verdict of columnist Bernard Levin in the Sunday Times. Graham Lord, the regular reviewer of the Sunday Express and himself a novelist, said in the Sunday Express: "The book is a vivid and painful description of paradise corrupted, innocence tainted and happiness lost: Of how a writer can be destroyed by a pushy woman but can use his fiction to escape his problems. But it's all a bit silly, repetitive and unbelievable."

**Gromyko tours Moscow shops**

**MOSCOW (R)** — Soviet President Andrei Gromyko, oldest member of the Kremlin leadership, toured Moscow supermarkets and heard complaints from shoppers about shortages and poor quality goods last week, Pravda said. Foreign analysts said it was only the second time Mr. Gromyko, who served as foreign minister for 28 years and has been a member of the Communist Party's ruling politburo for almost 14, had been reported on a "meet the people" excursion at home. Over the past two years Kremlin leader Mikhail Gorbachev, his Prime Minister Nikolai Ryzhkov and Moscow Party Chief Boris Yeltsin, a reformer close to Mr. Gorbachev, have all been on walkabouts in the capital and the provinces. But Mr. Gorbachev himself has implicitly criticised officials who surrounded the late president and party chief Leonid Brezhnev for cutting themselves off from the people and failing to recognise the problems of everyday Soviet life.

## Soldiers with AIDS to be discharged

**ROME (AP)** — Italian soldiers will be tested for AIDS and those found to be carrying the virus will be discharged, the Defence Ministry announced. The measure is part of an AIDS prevention and Education Programme in the military called for by Defence Minister Giovanni Spadolini that also includes the free distribution of condoms, issuing pamphlets and holding seminars about the disease. Soldiers are to undergo medical examinations every 15 days that will include tests to detect the acquired immune deficiency syndrome (AIDS) virus, the statement said.

## Aquino, Waite receive awards

**NEW YORK (AP)** — Philippine President Corazon Aquino and Terry Waite, special envoy of the Archbishop of Canterbury, have been honoured for their efforts to promote change through peaceful means. Mrs. Aquino was given the Society of the Family of Man's Golden Medalion Award for "encouraging the fullest democratic participation of all Filipinos, for seeking peace through political and economic change and through negotiation." Mr. Waite, who dropped out of sight in Beirut last month, received the award for "success, in the face of long odds, in gaining the release of hostages held captive in Lebanon." Mrs. Aquino accepted the award in her Manila office, addressing the approximately 1,000 people gathered at Manhattan's Hotel Pierre via a live television transmission. The Rev. Charles A. Cesaretti, deputy for Anglican relations for the Episcopal Church in the United States and a longtime friend of Mr. Waite's, accepted the award. "No one could replace Terry Waite on the platform, and indeed, anything I could say here would be inadequate other than to recall what he's doing at this moment," Cesaretti said.

# Senator predicts increases in CIA budget

**WASHINGTON (AP)** — The new chairman of the Senate Intelligence Committee is discouraging proposals to drastically tighten congressional oversight of the CIA and predicting continued increases in the agency's budget. "As long as they treat me right, I am going to be their greatest advocate," says Sen. David Boren, an opposition Democrat.

"But the first time they don't tell me something that they should have, when they have reasons to trust me, then there will be hell to pay," he said in a recent interview with the Associated Press.

Sen. Boren said he got worried about the decline in U.S. intelligence when he was assured in early 1979 by a senior official in the administration of President Jimmy Carter that Shah Mohammad Reza Pahlavi would ride out the storm.

"Practically the next day, the Shah was on a plane out of the country," and Ayatollah Ruhollah Khomeini was soon in power, Sen. Boren said.

"I think we have seen a steady improvement since that debacle," said Sen. Boren, citing what he called significant increases in the amount of money that Congress allocates the intelligence community.

The rising budget has boosted morale, driving the number of young CIA applicants "up, up, up," he said. The size of the budget and the number of people employed by the CIA and other spy agencies are classified, although congressional sources say the overall intelligence budget has doubled since 1977.

Improvements in U.S. capability since the late 1970s, Sen. Boren said, convince him that "we have an overall intelligence capability that is second to none. This is one area where we have a clear superiority over the Soviet Union."

But advances on the technical side, such as reconnaissance satellites that photograph Soviet military installations, have outstripped efforts to attract people able to interpret such photographs or to speak exotic languages, Sen. Boren said.

"Human intelligence is a problem," he said.

Mrs. Sakharov, also known by

# Sakharovs thank Gorbachev for freeing jailed dissidents

**MOSCOW (R)** — Soviet dissident Andrei Sakharov and his wife Yelena, expressing thanks to Kremlin leader Mikhail Gorbachev, have said 42 political dissidents were freed in the last week from prison, labour camp and exile.

"I hope that this is only a beginning and that soon all prisoners of conscience will be freed," Mrs. Sakharov told reporters in Moscow Saturday. "It is a wonderful turnaround.... We are very grateful to Gorbachev for this."

Mrs. Sakharov, also known by

her maiden name Bonner, said she and her husband had compiled their list on the basis of telephone calls and telegrams from the freed prisoners or their families and friends.

All the released prisoners have been given a document by labour camp or prison authorities saying they had been pardoned by a decree of the Presidium of the Supreme Soviet, she said.

The official Soviet Press has not published the decree and the authorities have given no word on how many prisoners might be freed.

The mood in Haiti, still mired in poverty, was in stark contrast to the joy a year ago when Jean-Claude "Baby Doc" Duvalier fled into exile in France, ending 29 years of family rule of the Caribbean nation.

Guerrilla leaders say the rebels still hold a chain of large fortified bases in the province's Zhawar area some 30 kilometres from the Pakistani border. The bases serve as operational centres and guard routes used by guerrilla convoys to bring weapons and supplies across the border.

Most people Saturday stayed home after the interim military announced a national holiday, warned that "anyone inciting sedition" would be dealt with harshly and locked up leftist opposition figures.

The government apparently feared street disorders among

those who had been released from jail.

Gen. Namphy himself conceded at a news conference on Friday that the country was not

# Nuclear war 'may kill more in Third World'

**BANGKOK (R)** — A superpower nuclear war would kill more people in the Third World than in developed countries by wiping out the crops keeping them from starvation, a leading environmental scientist said Sunday.

Asia's rice crops and Canada's vital wheat harvests would fail after a nuclear exchange upset monsoon patterns and black smoke from burning cities blotted out the sun, Sir Frederick Warner of Essex University in Britain told journalists.

Areas far from the United States and the Soviet Union would still be threatened because the smoke would gradually spread out over the earth, the chemistry professor said at the start of an environmental conference here.

The World Health Organisation (WHO) estimates that 100 million to one billion people would be killed in a nuclear war.

But Warner, who heads a nuclear war study group for the Scientific Committee on Problems of the Environment

# GOREN BRIDGE

BY CHARLES GOREN  
AND OHAR SHAFIT  
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DEAR MR. GOREN: